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No. 1221

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INTERNATIONAL ECONOMIC RELATIONS

EQUALIZING LEVELS OF ECONOMIC DEVELOPMENT OF SOCIALIST COUNTRIES

Moscow RABOCHIY KLASS I SOVREMENNYY MIR in Russian No 3, 1979 pp 14-27

[Article by I.I. Ivanov and A.I. Loshchakov]

[Text] For the Council of Economic Mutual Aid 1979 marks the celebration of a jubilee. The entire thirty years of the activity of the CEMA clearly demonstrate to the world the advantages of relations based on the principles of proletarian and socialist internationalism. Their chief distinctive feature, in contrast to international capitalist relations, is the fraternal mutual aid of the cooperating countries and common interest in the development of each of them and of the entire socialist community as a whole.

In the 30 years of the existence of CEMA member-countries, this organization has achieved under the leadership of communist and workers parties truly outstanding triumphs. The elapsed period is characterized by constant progress in the economic and scientific-technical potential of the CEMA countries and unbroken growth of workers' well-being. These achievements are indissolubly connected to the strengthening of cooperation among the fraternal countries in all spheres of public life.

The sixty years of experience of the USSR and the more than thirty years of experience of the other countries of the socialist community, closely cooperating with each other on bilateral and multilateral bases, show that the development of the two systems of world economy--socialist and capitalist--proceeds along directly opposing laws. Whereas the world system of capitalism came into being and develops in a bitter struggle among the states forming it, through the subordination and exploitation of weak countries by strong ones, the enslavement of hundreds of millions of people and the transformation of whole continents into colonial appendages of the imperialist monopolies, the process of formation and development of the world system of socialism proceeds on the basis of sovereignty, full voluntariness and in accordance with the fundamental vital interests of workers.

The law of nonuniformity of economic and political development, organically inherent in the system of capitalism, results in the collision and an acute competitive struggle between capitalist states, as a result of which economic potential in the world of capitalism has become concentrated in a few of the most developed states, while the great majority of the nonsocialist countries of Asia and almost all the countries of Africa and South America have been condemned to the role of an agrarian-raw material periphery of former mother countries.

In contrast to capitalist economy, a gradual drawing closer and equalizing of the levels of economic development are characteristic of the countries of world socialism. In the course of socialist construction formerly lagging countries, on the basis of cooperation and aid from more developed fraternal states, have the possibility of raising their economies in an accelerated manner to the level of the economically advanced countries of the socialist community. L.I. Brezhnev, in characterizing the development of socialist countries pointed out in an address at the 25th CPSU Congress: "Together with the development of each socialist nation, strengthening of the sovereignty of the socialist states, their interrelations are becoming closer, mutual elements are increasingly coming into being in their policies, economies and social life, and a gradual equalizing of levels of development is taking place. This process of a gradual drawing closer of the socialist countries is quite definitely manifesting as a law."[1]

The preeminence of the countries of socialism finds its expression first of all in such a generalizing indicator as rate of economic growth. Thus, while industrial output for the period of 1950 to 1977 grew twelvefold among the socialist countries, it grew only 3.6-fold among the developed capitalist countries. Due to this superiority of tempo, the share of the socialist countries in world industrial production at the present time exceeds 40 percent (against less than 3 percent in 1917 and about 20 percent in 1950). The most dynamic region of the world is the community of CEMA member-countries. Here 10.4 percent of the world's population lives, while 25 percent of world national income and more than 33 percent of industrial output are produced. These countries' share is more than 33 percent of the world output of machine building and about one-third of chemical products, 22 percent of produced electric power, 40 percent of mined coal, 28 percent of natural gas and 19 percent of petroleum, 30 percent of smelted steel, 26 percent of cement production and 37 percent of mineral fertilizers. It is characteristic that in 1977, the industrial-production index in CEMA countries was 165 percent compared to 1970, while in countries of the European Economic Community, the economies of which are undergoing serious crisis difficulties, it increased only 17 percent.

In world economic competition, the countries of the socialist economy are achieving increasingly more impressive results compared to capitalist states, as is borne out in particular by the data in Table 1.

The advantages of socialism can be graphically seen also through a comparison of indicators of development of separate states belonging to different systems of the world economy. For example, industrial production in the USSR

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1. "Materialy XXV s"yezda KPSS" [Materials of the CPSU Congress]. Moscow, 1976, p 6.

Table 1. Share of World Production (in percent)

	(1) Страны СЭВ		(2) Страны ЕЭС	
	1950 г.	1977 г.	1950 г.	1977 г.
(3) Производство электроэнергии	14	22	20	16
(4) Добыча угля	30	40	29	11
(5) Добыча нефти	8	19	53*	19*
(6) Добыча природного газа	5	28	92*	62*
(7) Выплавка стали	19	30	25	19
(8) Производство минеральных удобрений	21	36	33	15

*Industrial development of capitalist countries.

Key:

- (1) CEMA countries
- (2) EEC countries
- (3) Electric power production
- (4) Coal production
- (5) Petroleum production
- (6) Natural gas production
- (7) Steel smelted
- (8) Mineral fertilizer production

doubled in the last ten years; at the same time England required 28 years, the United States, FRG and France--16 years. At the present time more is being produced in our country than in the entire world in 1950. Whereas Russia in 1917 produced less than 3 percent of world industrial output and occupied fifth place in the world, today the USSR produces 20 percent of world industrial output and occupies first place in Europe and second place in the world. During 1951-1977 the volume of industrial production in the USSR increased almost elevenfold, in the United States about 3.1-fold, in France--3.8-fold, FRG--4.9-fold and Italy--almost 5.8-fold. In 1917 our country produced 2.2 billion kilowatt-hours of electric power and in 1978--1,202 billion. This is more than is being produced at the present time in England, FRG, France, Italy and Sweden combined.

The gigantic strides made by our industry are reflected in the following data. In 1913, Russia's industrial production was about 12.5 percent of U.S. level and in 1977--better than 80 percent; for individual types of products the relative position of the USSR to the United States changed as follows (in percent): for in electric power output--from 8 to 49 percent, petroleum production from 27 to 134, smelting of steel--from 15 to 126, cement production--from 13 to 179, mineral fertilizers--from 3 to 124, cotton fabrics--from 41 to 151; agricultural production from 65 (average for 1909-1913) to roughly 85 percent. For many important indicators of industrial production, the Soviet Union at the present time occupies first place in the world. On the basis of growth of material production in the socialist countries, the population's living standard has been raised significantly. In the USSR, for example, just in the last 10 years, the real income of Soviet people increased 1.6-fold and compared to 1940--5.1-fold. During 1967-1978, more than 140 million USSR citizens improved their living conditions. Science and culture have attained big heights. Whereas in prerevolutionary Russia, about three-fourths of the adult population were illiterate, the number of the population with higher or secondary (complete or incomplete) education was 290,000, while in 1977 the number was 126.1 million persons. The number of workers engaged primarily in mental labor grew from 3 million persons in 1926 to 37.5 million in 1977; there are more than 1,262,000 workers, which is one-fourth of all the scientific workers in the world.

"The victory of the Great October Socialist Revolution," L.I. Brezhnev has pointed out, "brought our country and our people into the vanguard of social progress. And today, 60 years later, we occupy a worthy place in its most advanced position. We were the first on earth to create a developed socialist society, we are the first to build communism."[2]

Throughout the years of socialist construction, other socialist countries have also attained major successes in the creation of a new society, in the field of production, science and technology, increasingly satisfying the material and spiritual needs of the workers.

These achievements of the fraternal countries have been possible due to the correct employment of the general laws of socialist production, with consideration being given to the historical features of each country and the interests of the socialist community as a whole, thanks to the efforts of the peoples of these countries under the leadership of their communist and workers parties and their close fraternal collaboration and mutual international aid.

The countries of world socialism are solving the problems of socialist and communist construction not individually alone but within the fraternal family of the whole socialist community. This contributes to a more successful elimination of the gap in the levels of their social-economic and cultural development inherited from capitalism.

The gradual drawing closer and equalizing of the levels of economic development of countries that have assumed the path of socialism, as has already been emphasized above, is an objective process of law intrinsic solely to the socialist method of production. It finds its most generalized expression in the degree of practical achievement by each country of the demands of the fundamental economic law on an increasingly fuller satisfaction of the constantly growing material and cultural needs of the population through the unceasing development and improvement of public production on the basis of the highest technology.

Equalizing of Levels of Industrial Development*

The process of gradual drawing closer and equalization of the levels of economic development of the fraternal countries is most clearly manifested in the rapid growth of industry, first of all heavy industry, and in the undeviating transformation of these countries from agrarian to developed countries in terms of sectors of modern industry and large mechanized socialist agriculture.

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2. Brezhnev, L.I., "Leninskim kursom" [Leninist Course], Vol 6. Moscow, 1978, p 582.

* Here and from here on, where no particular reference is made, the analysis of the process of drawing closer and equalization of the levels of economic development of the countries of the socialist community will be based on official data published in "Statisticheskiye yezhegodniki stran-chlenov SEV" [Statistical Yearbooks of CEMA Member-Countries] for 1971-1978.

The industry of the countries of the socialist community is developing at a high rate. In this connection, these countries, which lagged in the past, basing themselves on the experience and help of the USSR and other socialist countries and mutual fraternal cooperation, are increasing even more quickly output of industrial production. Thus, while, for example, the gross production of industry of the GDR, Hungary and Czechoslovakia increased during 1951-1977 respectively 8.3-, 8.3- and 7.9-fold and the USSR 11.4-fold, while in Romania it increased 28-fold, in Bulgaria--21-fold, Poland--14.8-fold and Mongolia 12-fold. The republic of Cuba solely in the period 1961-1976 increased industrial production by 76 percent. The path of ascent is now being followed by the Socialist Republic of Vietnam, admitted to CEMA in 1978, and other countries that have embarked on the path of socialism. The production of the means of production, constituting the material-technical base of society and occupying the predominant part of industrial production, has developed at a more rapid pace, which provides the necessary conditions for the expanded socialist reproduction and provision of a modern technical base for all sectors of the economy. As a result of the carrying out of socialist industrialization in most of the CEMA countries, the share of industry and construction has becoming predominant in the production of the national income and in the total number of the population employed in sectors of material production.

An important indicator of the countries' economic development and of the gradual drawing closer of these levels is the growth rate of production of such sectors of heavy industry as power, metallurgical, chemical and machine-building, which to a significant degree determine the progress of the entire national economy. In the development of these sectors of industry, the rate advantage also remains in force for the countries that lagged in the past; this has made it possible for them to bring closer levels of production to those of the other fraternal countries, although in the latter production developed rather quickly. Of the most important sectors producing means of production, the chemical industry is developing at the fastest rate; its relative share in overall industrial production has increased, and assortment has also been significantly expanded, while the use of chemical products in all sectors of material production and in everyday life has likewise grown. A progressive change of objects of labor in the production of material wealth is occurring on a significant scale thanks to chemistry. Many types of chemical products, first and foremost so-called small-tonnage, are produced on the basis of mutually beneficial international specialization and cooperation of production.

In the socialist countries, machine building, the leading sector of heavy industry, has achieved big successes. Its share in the gross production of all industry has grown significantly. In ensuring the reequipment of all sectors of the national economy with the newest equipment, machine building serves as a most important factor of economic development and in the creation of a material-technical base for socialist and communist society.

We know that capitalist monopolies block in every way possible the development of machine building in dependent countries, increasing thereby the gap between industrially advanced and backward states. The countries of world socialism, abandoning capitalism, have set themselves the goal of creating a diversified developed industry with its core of machine building. Moreover, they are creating this leading sector of the economy in a planned manner while taking into account international socialist division of labor. This ensures a tremendous gain, inasmuch as international specialization of production provides each country with the opportunity of selecting for itself that product mix of machinery and equipment for whose production favorable conditions exist in a given country and the production of which ensures for it the greatest economic effect. Countries lacking the necessary experience in the field of machine building obtain appropriate assistance from other socialist states. Thus, all the necessary conditions are created for the rapid and broad development of machine building, which will provide all sectors of the national economy with modern tools of labor.

Measures are being taken by all the fraternal countries for the organization of production of modern types of machine building. Such a progressive sector as the radio-engineering and electronic industry is increasing its tempo and its products are being widely used in the national economy. An important indicator of the successful development of machine building is the growth of production of metal-cutting machine tools, tractors and motor vehicles in almost all of the CEMA member-countries.

The light and food industries are developing; they are to satisfy more fully the gradually growing needs of the population for manufactured and food products.

In the general high rates of development of sectors of heavy industry characteristic of all the countries of the socialist community, such countries as Bulgaria, Romania and Poland are advancing faster in their rates, thanks to which they have markedly raise their level. With the help of fraternal countries, the Republic of Cuba, Mongolia and Vietnam are successfully developing sectors of heavy industry. But significant differences, due to many interrelated reasons, still exist among CEMA countries in the production of separate kinds of manufactured products. At the same time, a pattern of equalization is to be observed here rather clearly. For example, although the relation of maximum to minimum levels of production of electric power per capita in 1950 was on the order of a factor of 10, by 1977 it had been reduced to 2.0; for production of steel these indicators were, respectively, 360 and 3.5, of mineral fertilizers--188 (1955) and 3.6, of cement--2.8 and 1.6. The pattern of drawing closer is to be found not only in sectors of heavy industry but also in the production of manufactured consumer goods, although here the living conditions of the population tied to natural, historical and other particularities exert a still bigger influence on the specific character of production of different types of products than in heavy industry. In the period from 1950 to 1976, the gap in production levels decreased as computed per capita, for example, in cotton fabrics roughly from a figure of 3.2 to 1.5, in leather footware--from 7.5 to 2.9, in sugar--from 11 to 1.8, and so on.

The achievements of the socialist countries in industrial development and the process of drawing closer of economic levels may also be judged by the changes that have taken place in the commodity structure of their foreign trade. Thus, whereas Bulgaria in 1950 did not export machinery or equipment and the share of manufactured consumer goods amounted to a total of 1.5 percent of Bulgarian exports, in 1977 forty-two percent of the country's exports were machinery and equipment and about 10 percent were manufactured consumer goods. Among Romanian exports the relative share of machinery and equipment during these years grew from 4.2 to 27 percent and of manufactured consumer goods from 1.3 to 16.5 percent; the share of machinery and equipment in Polish exports rose from 7.7 to 43 percent and of manufactured consumer goods from 12.2 to 15.7 percent. The share of manufactured products also increased in the exports of the other countries of the socialist community. The commodity structure of the imports has likewise taken more of an industrial turn. The work being done on specialization and cooperation of production within the framework of the Council of Economic Mutual Aid will undoubtedly contribute to the further deepening of international socialist division of labor and barter growth among the countries, first and foremost products of sectors of heavy industry, to their mutual interest.

Thus the analysis made of the industrial development of CEMA member countries testifies to the steady operation of the objective principle of drawing closer and equalization of levels in this most important sector of the national economy. This is confirmed by a comparison of the volumes of total production of industry computed per capita. Thus, whereas in 1950 the gap between maximum and minimum indicators was on the order of a factor of five, at the present time, as shown by calculations, this gap has been reduced roughly to a factor of 1.5.

While noting the objective character of the principle of drawing closer of the levels of development of the countries of the socialist community in the field of industrial production, it should not be supposed, however, that such a drawing closer will mean complete leveling of the countries in the production of all types of products computed per capita. This would contradict the rational principles of international socialist division of labor and the aim of achieving the maximum possible efficiency of public production. In the examination of the development of separate sectors of industry, the problem of equalization is to be understood as the creation of an optimum complex of production operations ensuring each country high labor productivity with minimal expenditures of material and labor resources per unit of national income produced in this or that sector of the economy.

Equalization of Levels of Development of Agricultural Production

The principle of drawing closer and gradual equalizing of the levels of economic developing of CEMA member-countries (although less clearly) is also manifested in the field of agricultural production.

Agricultural production, as we know, plays an important role in providing the population with food and industry with raw materials. According to data, in the beginning of 1978, there resided in rural localities (in percent of the total population): in Bulgaria--40 percent, Hungary--49.3 percent, the GDR--24.3 percent, Cuba--36.3 percent, Mongolia--52.4 percent, Poland--43.6 percent, Romania 52.5 percent, the USSR-37.5 percent and Czechoslovakia--33.0 percent. In most of the CEMA countries, agriculture and forestry create 9 to 18 percent of the national income.

Victory in agriculture for most CEMA member-countries with socialist production relations has been attained on the basis of elimination of exploiting classes and production cooperation of peasant farms and provision of an industrial base for its chief sectors, raising the material interest of workers in increasing production volume and improving product quality, cooperation and mutual aid--all this has created the necessary conditions for all-round development of this sector of the economy.

The socialist states spend large sums on the development of agriculture, a significant portion of which is aimed at raising the level of mechanization, electrification and the use of chemistry, carrying out land reclamation and irrigation work, constructing production installations and the like. The volume of capital investment in agriculture and forestry from 1960-1977 increased twofold in Bulgaria, 4.9-fold in Hungary, 2.7-fold in the GDR, 2.8-fold in Mongolia, 7.9-fold in Poland, 4.5-fold in Romania, 4.6-fold in the USSR and about 1.7-fold in Czechoslovakia. Growth of mechanization in agriculture can be judged by the number of tractors and machines being used on state and cooperative farms.

The provision of agriculture with trucks and other machines is growing. In most countries at the present time, field work has been almost entire mechanized. There is still the problem of further raising the level of mechanization of harvesting of potatoes, sugar beet, corn, tobacco, vegetables and fruits and of mechanizing operations in animal husbandry and poultry raising. Measures are being taken to boost the chemicalization of agriculture--the most important way of further increasing yield in the fields and productivity of animal husbandry. The employment of fertilizers and various chemical agents of protecting plants from pests and diseases is growing in all the countries. In the period from 1950 to 1977, supplies of mineral fertilizers (converted into nutrients) per hectare of plowland and perennial plantings increased (in kg): in Bulgaria from 1.5 to 161 kg, Hungary from 6 to 279 kg, the GDR from 129 to 332 kg, Poland from 24.1 to 239 kg, Romania from 2.2 (1955) to 109 kg, the Soviet Union from 7.8 to 81 kg and Czechoslovakia from 49.7 to 311 kg.

As can be seen from the presented data, in the field of mechanization and chemicalization of agricultural production all CEMA countries made a tremendous stride forward during the analyzed period. Moreover, the biggest successes were achieved by countries which in the past lagged significantly behind the more developed socialist states. This is borne out by the fact that the tendency for a gradual drawing closer of the countries in regard to level of mechanization and chemicalization of agricultural production is also making headway, although for some countries big efforts must be made to overcome the existing backwardness.

Table 2

(1) Парк тракторов и зерноуборочных комбайнов

Год (5)	НРБ (6)	ВНР (7)	ГДР (8)	Куба (9)	МНР (10)	ПНР (11)	СРР (12)	СССР (13)	ЧССР (14)
(2) Тракторы (тыс. шт. в физических единицах)									
1950	6,6	13.4	36	26,8**	0,1	28,4	13,7	595	33,5*
1977	65,0	59.8	137	64,4	9,3	482	139	2462	140
(3) Зерноуборочные комбайны									
1950	0	0	0,4	1,4***	0	0,1	0,1	211	3,3*
1977	10,6	15	13,1	0,9	2,4	26,3	43,9	693	19,4
(4) Номинальная мощнсcть двигателей тракторов на 100 гектаров пашни и многолетних насаждений — л. с.									
1960	21	24	49	. . .	19	12	17	22	43
1977	90	70	158	. . .	59	118	8,2	77	154

* 1965
** 1968
*** 1970 (rice-harvesting combines).

Key:

(1) Park of tractors and grain-harvesting combines
(2) Tractors (thousands, in physical units)
(3) Grain-harvesting combines
(4) Nominal capacity of tractor engines per 100 hectares of plowland and perennial plantings--in horsepower
(5) Year
(6) Bulgaria
(7) Hungary
(8) GDR
(9) Cuba
(10) Mongolia
(11) Poland
(12) Romania
(13) USSR
(14) Czechoslovakia

Agriculture of the CEMA member-countries, relying on the created social-economic and material conditions, is proceeding along a line of continuous rise.

The data presented below provide a certain picture of the situation in agriculture of the fraternal countries and of the tendencies for drawing closer of levels of agricultural production.

Of the two basic sectors of agricultural production, animal husbandry has an advantage in regard to rate. This sector depends relatively less on weather conditions; therefore annual production growth rates are more uniform as compared to plant growing. Some of the countries give priority to the development of animal husbandry, even preferring imports of grain for these purposes.

Table 3

(1) **Некоторые показатели развития сельскохозяйственного производства стран — членов СЭВ**

Год (10)	НРБ (11)	ВНР (12)	ГДР (13)	МНР (14)	ПНР (15)	СРР (16)	СССР (17)	ЧССР (18)
(2) **Валовая продукция сельского хозяйства**								
1976 in % of 1950	300	178	200	154	189	339	236	158
(3) **Производство зерновых и зернобобовых культур на душу населения (кг)**								
1950	450	610	317*	56	508	323	451	390
1976	978	1087	491	253	614	927	872	619
(4) **Производство картофеля на душу населения (кг)**								
1950	21	169	800	6,7*	1456	98	492	658
1976	40	132	406	24,2	1455	223	332	282
(5) **Производство овощей на душу населения (кг)**								
1950	63	86	96	3,5*	79	69	52	80
1976	181	153	56	16,8	100	168	97	56
(6) **Производство фруктов (плодовые культуры, виноград и ягоды) на душу населения (кг)**								
1950	114	128	74**	. . .	40**	93**	16	59
1976	255	210	37	0,4	54	135	59	45
(7) **Производство мяса и сала (в убойном весе) на душу населения (кг)**								
1950	27	67	50*	184**	53	30**	27	52
1976	84	123	101	143	85	66	52	87
(8) **Производство молока на душу населения (кг)**								
1950	92	138	161	239**	333	145	196	294
1976	207	184	438	159	481	232	346	368
(9) **Производство куриных яиц на душу населения (шт.)**								
1950	78	107	66	2**	137	61	63	130
1976	207	352	311	6	233	264	215	301

* 1956
** 1960

[Key to Table 3 on following page]

Key:

(1) Some indicators of development of agricultural production of CEMA member-countries
(2) Gross agricultural production
(3) Per-capita production of grain and legume crops (kg)
(4) Per-capita potato production (kg)
(5) Per-capita vegetable production (kg)
(6) Per-capita fruit production (fruits, grapes and berries) (kg)
(7) Per-capita meat and lard production (dressed weight) (kg)
(8) Per-capita milk production (kg)
(9) Per-capita egg production (each)
(10) Year
(11) Bulgaria
(12) Hungary
(13) GDR
(14) Mongolia
(15) Poland
(16) Romania
(17) USSR
(18) Czechoslovakia

CEMA member-countries, as we know, differ quite significantly from each other in regard to soil and climatic conditions and also in regard to historically formed traditions and customs of the population. All this, of course, leaves a definite imprint on their place in international division of labor and on the structure of agricultural production. Thus, while grain growing is developing in all of the countries and grain production in most of them per capita fluctuates relatively slightly, in the production of other products of grain growing these differences can be quite significant. For example, Poland and the GDR sharply stand out in the production of potatoes, while Bulgaria, Hungary and Romania do the same in regard to the production of vegetables and fruits, including for export purposes.

All the countries of the socialist community achieved a significant increase in the production of the products of plant growing and animal husbandry per capita of the population. Moreover, this was attained with a reduction in the number of persons employed in agriculture. Significant fluctuations in the levels of production of some agricultural production are due to a significant degree to distinctive features of the sectorial structure of this sector of the economy, efficiency in the use of land and also degree of use of the achievements of the scientific-technical revolution and mutual advanced experience. For example, the People's Republic of Bulgaria succeeded in raising the yield of grain and legume crops from an average of 15.8 quintals per hectare during 1956-1960 to 33.1 quintals per hectare during 1971-1975; this was due to a significant degree to increased use of mineral fertilizers and a significant improvement of agrotechnology. Much work in this field was also done in the other fraternal countries, which also achieved major successes in raising soil fertility and yield. Here an important role was played by measures implemented by the communist and workers parties and governments of the CEMA countries for improving management of agriculture, in particular, through the creation of agroindustrial complexes, further improvement of concentration and specialization of agricultural production, increasing of the material interest of persons engaged in agriculture. The gaps existing among CEMA countries in regard to indicators of intensiveness of production attests to the existence in many of them of unused reserves for further raising all agricultural sectors.

Despite all the existing differences among CEMA countries, the positive fact is indisputable that in most of them there has been an improvement in the relation of indicators of the share of persons work in agricultural production to the share of agriculture in the creation of the national income. A comparable tendency is to be found in regard to indicators of the number of inhabitants to one person engaged in agriculture. As shown by approximate counts, in the period from 1950 to 1977, the gap in levels of production of agricultural products per capita was reduced from a factor of 2 to a factor of 1.7 between maximum and minimum indicators.

Thus, analysis of the development of industry and agriculture of CEMA countries shows that the process of drawing closer and equalization of the levels of development of these most important sectors of the economy is not unique. This is due to a significant degree to the possibilities of each of these sectors to develop on the basis of specialization and cooperation of production within the framework of international socialist division of labor. The principle of equalization, objectively operating in the entire national economy, is manifested more pronouncedly in industry as the most dynamically developing sector.

A characteristic feature of the process of equalization of economic levels of the socialist countries is the fact that it is taking place under conditions of high rates of public reproduction in all of the fraternal community. Furthermore, the socialist system of economy makes it possible to use with maximum effectiveness the tremendous advantages of planned development of the national economy on the basis of purposeful international division of labor and the creation of an optimal complex of production operations ensuring each country high productivity of social labor with minimal expenditures of material and monetary resources per unit of the national income created in this or that sector of the economy.

Equalizing of the Material Well-Being and Cultural Level of Life of Workers

The problem of equalizing of economic levels is directly connected to the attainment of a fundamental goal of socialist production--the fullest possible satisfaction of the constantly growing requirements of the population in regard to material and cultural benefits. This constitutes the chief aim of the strategic economic policy of communist and workers parties and governments of countries of the socialist community.

The successful development of material production has created a reliable basis for raising the living standard of the population of the countries of socialism and a gradual drawing closer of these levels. This finds its expression first of all in the growth of the national income--one of the most important generalizing indicators of the economic state of a country. Just in the period of 1960 to 1977, the national income per capita grew: in Bulgaria--3.1-fold, Hungary--2.4 fold, the GDR--2.2-fold, Poland--2.8-fold, Romania--3.9-fold, the USSR--2.4-fold and Czechoslovakia--twofold.

As shown by rough calculation, differences among the countries in regard to this indicator and the gap between maximum and minimum levels was reduced from a factor of 3.2 in 1950 to a factor of 1.4 at the present time, which serves as a new confirmation of the developing tendencies of the economic levels of the socialist countries drawing closer and at the same time as indisputable proof of their superiority compared to all the old class formations of society.

In speaking of workers' real income, it should be kept in mind that the rate of its growth significantly exceeds the growth rate of the population, which attests to the created possibilities for a fuller provision of material benefits to workers.

For the countries of the socialist community not only is rapid growth of the national income characteristic but its distribution in the interests of the working population as well. Here from 60 to 77 percent of the created national income goes directly into the consumption fund, which is distributed on the basis of the principle "from each according to his means, to each according to his labor." Another part of the national income goes into the accumulation fund and is also used in the interests of the workers. Growth of the scale of public production is accompanied by growth of the national income and that part which is received directly by workers in the form of wages.

At the same time, it should be taken into account that in the socialist countries the population's income is not restricted to wages although it continues to be its basic source. In the life of the population of these countries, a major role is played by public consumption funds, which are constantly growing and contributing to the establishment of such basic features of the socialist way of life as social equality and justice, confidence in tomorrow and in the future rising generation. At the expense of public funds there are provided free education and production training, medical services and care of mother and child, material old-age security and many other payments

Table 4. Average Monthly Wages of Workers and Employees in National Economy (in units of national currency)

Год (1)	НРБ (2) (левы)	ВНР (3) (форинты)	ПНР (4) (злотые)	СРР (5) (леи)	СССР (6) (рубли)	ЧССР (7) (кроны)
1950	45.6	681	585	—	64	1200*
1960	78.3	1553	1560	854	81	1365
1970	124.0	2152	2235	1434	122	1937
1977	151,0	3267	4408	1818	152	2444

* 1955

Key:

(1) Year (2) Bulgaria (leva) (3) Hungary (forints)
(4) Poland (zlotys) (5) Romania (lei)
(6) USSR (rubles) (7) Czechoslovakia (koru)

and benefits obtained by the population from the socialist states. Public consumption funds provide a significant addition to the wages of workers. In the USSR, for example, the average monetary earnings of workers and employees in 1978 amounted to 160 rubles per month or 219 rubles with the addition of payments and benefits from public funds. Payments and benefits from public funds are also growing in other fraternal countries. Nothing comparable is to be found in any capitalist country.

The communist and workers parties of the countries of the socialist community display constant care for the health of workers. For this end, large funds are spent on housing construction and on the erection and equipment of hospitals, polyclinics, nurseries and kindergartens, sanatoriums and rest homes for workers. At the same time, it is important to emphasize that in the socialist countries in contrast to bourgeois states a low rent level and, as a rule, free medical care exist; trip passes to sanatoriums and rest homes are to be had by workers for the most part either free or with a big reduction. Large funds are spent on providing materially for members of society that are unable to work. Undertaking full or partial maintenance of those members of the family that are unable to work, socialist society eases the differentiation in the incomes and consumption of the population arising not so much from differences in labor and wages as by composition of families. Thanks to the growth of workers' material well-being, improvement of medical care and other measures, average life expectancy has grown and is at the present time roughly 70 years for mean and 72-74 years for women.

The process of drawing closer of CEMA countries in regard to level of material well-being is manifested relatively clearly in the consumption of basic food products by the population; the consumption structure of food products is improving; a growth is taking place in the consumption of butter, meat, eggs, sugar and other quality products with a large content of animal protein. Persisting differentiation in the consumption of some products is to a definite degree related to national peculiarities or production and traditions of the population. For example, the population of Mongolia consumes significantly more meat than other countries and relatively little in the way of potatoes and vegetables; in Bulgaria, vegetables are used more than potatoes, and so on. The use of manufactured goods is increasing: fabrics, clothing, knitwear, footwear, hosiery, as well as the use of such durables as refrigerators, washing and sewing machines, vacuum cleaners, radios, television sets, cameras, watches, motorcycles and passenger automobiles.

Retail commodity turnover of the socialist countries is growing at a fast pace: from 1960 to 1976, it increased per capita (including public dining 3.4-fold in Bulgaria, 3.5-fold in Hungary, twofold in the GDR, 1.7-fold in Mongolia, 2.4-fold in Poland, 3.5-fold in Romania, 2.4-fold in the USSR and 2.1-fold in Czechoslovakia.

The relative stability over a long time of retail prices for most consumer goods is characteristic of the retail trade of these countries. This advantage is particularly revealingly shown against the background of inflationary growth of prices in capitalist countries.

An indicator of improvement of the well-being of the population of the fraternal countries exists in structural changes in retail commodity turnover: at the present time more than 50 percent of the commodity turnover of most of the nonfood goods. This means that the population of the states of the socialist community is now not only eating better but is also better dressed and better provided with durable goods, improving the mode of life of people and creating conveniences in the day-to-day life and rest. Moreover, this is becoming the norm for the majority of the population of the fraternal countries and their customary life style. In regard to material well being, all the fraternal countries have not only significantly raised their level as a whole but have also significantly brought these levels closer together.

In examining the level of the material well-being of the population of the countries of socialism, rational, scientifically based needs for food, clothing, housing and other material benefits, which have certain (natural, physiological) limits are taken into account. It is another thing when it comes to the satisfaction of the spiritual needs and the production of material means for their satisfaction. In this field, it would seem that it is practically impossible to establish limits. Here the higher the culture of people and their spiritual awareness, the higher are their requirements. On the other hand, as shown by experience, the higher the spiritual culture of man, the more moderate are his requirements for material benefits; at the same time his requirements for cultural benefits are increasing, and the demand for them will inevitably grow, inasmuch as this logically stems from the character of the socialist way of life. Problems are being successfully resolved in bringing closer the cultural levels of the inhabitants of town and country and in overcoming differences between mental and physical labor. V.I. Lenin's predictions are being realized in regard to the fact that only socialism provides the possibility of disseminating on a wide scale and truly subordinating public production and distribution of products to scientific considerations, making life easier for all workers and providing them with the possibility of well-being.

In the world, the struggle of the two ideologies is in progress. A struggle for a way of life worthy of man. The main features of the bourgois way of life are characterized by conceptions of the "consumerist way of life," "materiality," egoism, unhealthy individualism. This is the direct result of the position of people in society divided by irreconcilable class contradictions and the absence of confidence by millions of workers in tomorrow. Only socialism creates real possibilities for providing a harmonious development of the individual, as its program motto and nature of social relations is the slogan "Everything in man's name, everything for man's benefit." Here society not only proclaims formal democratic rights and freedoms but also creates real possibilities for their material guarantee. A new confirmation of this is to be found in the 25th CPSU Congress and congresses of the other communist and workers parties of the fraternal countries aimed at further raising the well-being of people, improving conditions of their work and life and at significant progress in public health care, education and culture--everything which contributes to the forming of the new man, with an all-round developed personality, and improvement of the socialist way of life.

The basic directions of mankind's social progress are being determined at the present time first of all by the socialist countries; their influence on the international situation and on the course of world events is becoming stronger and deeper. "A big contribution of the world system of socialism to the life of the contemporary world," L.I. Brezhnev pointed out in the address "Great October and the Progress of Mankind," "lies in those new relations which, thanks to the internationalist policy of the fraternalparties, have been formed among the socialist states--and first of all among the countries of the socialist community.

We can say in clear conscience: our union, our friendship and our cooperation are the union, friendship and cooperation of sovereign states with equal rights, held together by common aims and interests and the bonds of comradely solidarity and mutual aid. We are proceeding together, helping each other, uniting efforts, knowledge and resources for a most rapid forward advance."[3]

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[3] Brezhnev, L.I., "O vneshney politike KPSS i Sovetskogo gosudarstva. Rechi i stat'i" [On the Foreign Policy of the CPSU and the Soviet State. Speeches and Articles]. Moscow, 1978, pp 674-675.

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7697
CSO: 1823

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

DECREE OF USSR COUNCIL OF MINISTERS ON USE OF PROFITS OF EDUCATIONAL FARMS

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL'STVA SSSR in Russian No 25, 1979 pp 575-577

[Decree of the USSR Council of Ministers on the Use of Profits from the Production Work of Educational Farms of Rural Vocational-Technical Schools]

[Text] The USSR Council of Ministers decrees:

1. To adopt a proposal of the USSR State Committee for Vocational and Technical Education, coordinated with Gosplan SSR, USSR State Committee for Labor and Social Problems, USSR Ministry of Finance and USSR Ministry of Justice, on changing beginning in 1979 the manner of using profits obtained from the production work of educational farms of rural vocational and technical schools left at the disposal of these schools, bearing in mind to allocate:

(a) 85 percent of the profits--for the expansion and strengthening of the material-technical base of schools, capital outlays on the development of educational farms, construction of dormitories and residential buildings, as well as animal-husbandry farms and other production facilities for the schools, for the forming of a herd;

(b) 15 percent--for the improvement of cultural-everyday services of students and the material incentive of the school and educational-farm personnel.

2. For the USSR State Committee for Vocational and Technical Education jointly with the USSR State Committee for Labor and Social Problems, USSR Ministry of Finance and AUCCTU to work out in a 3-month period and to approve a statute on the manner of bonus payments to personnel of rural vocational-technical schools and educational farms from part of the profits stipulated in subparagraph "a" of paragraph 1 of the present decree.

3. To grant the right to councils of ministers of union republics to redistribute a part of the profits specified in subparagraph "a" of

paragraph 1 of the present decree.

4. To consider as no longer in force:

paragraph 7 of Regulation No 5345 of the USSR Council of Ministers of 3 September 1956 and paragraph 3 of Decree No 410 of the USSR Council of Ministers of 10 May 1967 "On Measures for Provision of Agriculture with Qualified Cadres of Machine Operators," with retention for 1979-1980 of the operation of these paragraphs with respect to tekhnikums of the USSR State Committee for Vocational and Technical Education in conformity with regulations No 1307 of the USSR Council of Ministers of 29 June 1973 and No 2140 of 18 September 1975;

Regulation No 2259 of the USSR Council of Ministers of 26 October 1964;

paragraph 5 of Regulation No 333 of the USSR Council of Ministers of 14 May 1970 "On Measures for Further Expansion of Training of Cadres of Machine Operators for Agriculture";

Regulation No 2282 of the USSR Council of Ministers of 21 October 1971;

Regulation No 2140 of the USSR Council of Ministers of 18 September 1975 in the part relating to leaving of profits obtained from the production activity of educational farms at the disposal of rural vocational-technical schools and the manner of their use.

Deputy Chairman of the USSR Council of Ministers N. Tikhonov

Administrator of the USSR Council of Ministers M. Smirtyukov

Moscow, Kremlin, 12 September 1979, No 867

7697
CSO: 1823

TRANSPORTATION

IL-86, AN-28 TECHNICAL, PRODUCTION DATA GIVEN

Warsaw ZYCIE GOSPODARCZE in Polish No 47, 25 Nov 79 p 13

[Article by Franciszek Krzysztofiak: "Airbus before the Gates"]

[Text] Two years ago an understanding was signed by the governments of Poland and the Soviet Union concerning the cooperative collaboration of the aviation industries of both states. It was anticipated in this understanding that: "Poland will activate its production in the years 1977-1980 based on Soviet documentation and will insure delivery to the USSR of systems and units for the IL-86 airbus transport plane. In exchange, while the understanding is in force, the USSR will insure delivery to Poland of IL-86 planes and other aviation technology products." One year later, a successive understanding was signed in Warsaw concerning Poland's undertaking of production of a passenger plane for local transport, the AN-28.

And behold, on November 15, and thus unusually quickly, before these documents had had a chance to become old, both aircraft could be seen at Warsaw's Okecie airfield. Let us introduce them in several sentences.

The IL-86 is a plane capable of transporting 350 passengers at a range of 5,800 km, with an average speed of 900-950 km/hour. Let the following technical data attest to its size: a maximum starting weight of 206 tons, a wing span of 48 m, length of 59 m, height of 15 m, four turbojet engines below the wings, each with a 13,000 kilogram-force of thrust. In a word, it is a flying elephant. At the present time it is in its final phase of state trials in the USSR. Four prototypes of it are already flying, the first of which has already made 585 flights. It is, as its designers insure, an exceptionally safe aircraft. All the systems determining flight safety have been multiplied. For example, the plane is equipped with a triple control system and with quadruple hermetic climitization systems.

Poland--inasmuch as our Aviation and Motor Industry Association the "Polish Aviation Works" (PZL) will take part in producing the airbus by manufacturing such complexes as the empennage (or, popularly speaking, the "tail" of the plane), wing mechanisms, and engine rigging--will be the country which will get the first IL-86 earmarked for export. As it is anticipated, the first airbus bearing the Polish Air Lines (PLL) "Lot" colors will be flying by the year 1981.

The AN-28 looks like a miniature next to the airbus. It carries barely 17 passengers and is earmarked for local transport. In connection with this use, a two-motor engine was constructed so that the plane can take off from small grassy airfields lacking concrete zones. At a 1,300 km range it builds up a speed of 300-350 km/hour. The AN-28 is supposed to replace the popular "Antka" (the AN-2) in the USSR for short flights, and in Poland, where it will be built, it is intended to constitute the basis of intervoivodship air transport. How very necessary this type of aircraft is for Poland can be attested to if only the fact that the "Antka" planes in the Soviet Union make 40 percent of the passenger flights, and this form of travel is considerably more widespread than in Poland. In our country, the airplane cannot as yet compete effectively with the railroad, at the least on account of the fact that the network of domestic airlines connections is sparse and that airfields and airplane parks are lacking. The AN-28 has every chance of insuring air connections with even small towns. I had occasion to certify the versatility of this aircraft (for example, the passenger seats fold up into the walls, creating ample space for freight) and its flight training value (its unusually short takeoff run, its maneuverability) during air shows organized at Okecie. It is anticipated that the Mielec Transportation Equipment Plant will manufacture about 200 of this type of aircraft annually, with provision made for Poland and the Soviet recipient.

At the present time we are known in the world as a producer of helicopters, light planes and gliders. Most often there is no trouble selling them (we are speaking of course about sales for export, for domestic recipients--air clubs--are unfortunately treated carelessly), since our aircraft are known in the East and the West. What prevailed on us Poles to engage in the cooperative production of passenger giants? Was it merely the possibility of purchasing them later for the PLL "Lot"? The Minister of the machine engineering industry Aleksander Kopec responded to this question during a press conference on the flight deck of the IL-86. In wanting to build good small planes, we have to master the technology utilized in the construction of large planes--this is the most succinct way of presenting the guiding thought of his utterance. To produce the elements to be supplied to our Soviet partner, we had to master 80 new technologies, including, among others, titanium working, metal gluing, and processing of laminates. All the experience which the Polish engineers and technicians will gain will prove profitable in their own construction solutions. The costs incurred for know-how, although they have been substantial, have permitted an assurance to the Polish aviation industry of stable development for at least 10 years. And that counts for a lot in a situation on the world market when it is known that Western firms with rich traditions are struggling with serious troubles.

So much for the subject of fortifying the heart of the show of implements and capabilities of people sitting down at the controls. Being filled with sincere admiration for the achievements of the Polish aviation industry and of its fruitful collaboration with its experienced partners, I wonder only what will happen at Warsaw's Okecie airfield, or in Gdansk-Rebiechowa, when the 350-passenger airbuses are landing there. There is no doubt--it will be crowded.

8729
CSO: 2600

NEED TO IMPROVE REGULARITY OF FLIGHTS CITED

Moscow VOZDUSHNYY TRANSPORT in Russian 27 Nov 79 p 1

/Editorial: "Flight Regularity--the Face of the Industry"/

/Text/ The joint decree of the CPSU Central Committee and the USSR Council of Ministers "On improving the planning and reinforcing the influence of the economic mechanism on increasing production efficiency and work quality" once again stresses the necessity of "...bringing about significant improvement in the efficiency of public production, accelerating scientific and technical progress and an increase in labor productivity, and improving the quality of output..."

For our industry, one of the most important qualitative indicators of production activity is flight regularity. Aviators of the East Siberian, Arkhangel'sk, and Leningrad administrations and the Latvian, Lithuanian and Estonian republic production associations are successfully carrying on the struggle for fulfillment of this indicator.

As a whole, the regularity of aircraft departures over 10 months in accordance with the central schedule was 77.7 percent, that is, nearly 2 percent less than during the same period last year. In terms of figures this means more than 80,000 initial delays, 19 percent of which are completely dependent on shortcomings in the work of services which ready aircraft for flight. Among these, the IAS /Air Force Engineer Service/ accounts for more than 35 percent and the SOP /flight operations support service/ accounts for more than 18 percent. And, indeed, a 1 percent improvement in regularity means the prevention of 4,000 delays. This is millions of rubles in profit.

We attribute a considerable number of the delays to other departments. True, the number of delays was reduced with the introduction of the regulation on the overall maintenance of regularity and a classifier of violations. Nevertheless, the number of violations attributed to the Ministry of Communications, for example, totaled about 1,500. This figure can be reduced, of course. As an example, the number of delays in the Georgian and Ukrainian administrations because of late mail delivery has been reduced. The management of the administrations worked appropriately with representatives of the republic's communications organs. Experience such as this should be utilized by other administrations as well.

There were a large number of delays because of unfavorable weather conditions. They made up 70 percent of the total number of delays. But the situation could have been improved here as well, if all the opportunities for flights under reduced weather minimums had been utilized. There are such opportunities. A number of civil airfields have been equipped with automated approach facilities. That these facilities often are not used as they should be is another matter. The reason? Untimely preparation by aircraft commanders for flights under reduced weather minimums. And as a consequence, an insufficient number of flights with the M-1 classification are put on the schedule. Putting in order the production and utilization of cockpit hoods, about which our newspaper has written repeatedly, should become an important aid in resolving these problems.

Verification of the reliability and justifiability of weather forecasts by specialists of the UVD [air traffic control] divisions of administrations and production associations is not being taken off the agenda, either.

During the fall and winter flying period, maximum attention should be concentrated on the air-cleaning and treatment of aircraft with special liquids and on clearing runways and taxi strips. For the time being, the time being spent on these operations exceeds established standards.

The Ministry of Civil Aviation is undertaking many measures to ensure a high standard of regularity. Thus, operations and traffic control services of enterprises have been established and organizationally reinforced. Their role in ensuring the regularity and efficiency of flights is difficult to overestimate. In spite of this, it is by no means possible to shift all the responsibility to them for implementation of the operational schedules in preparing aircraft for flight. It frequently happens that the PDSP [operations and traffic control services of enterprises] are compelled to answer for the unfinished work of other services, performing the role of "expediter" in their work. The role of the PDSP is thereby concealed, and the personal responsibility of the managers of services preparing the aircraft is lessened. Such a practice is in conflict with directional documents of the Ministry of Civil Aviation and, in particular, with the regulation on ensuring the regularity of civil air traffic. Moreover, analysis shows that, as a rule, the chiefs of shifts and services preparing for the flights are not aware of its basic conditions. This cannot be tolerated.

We must also consider better transmission of information in the conduct of technical operations. Frequently the controllers of operations and traffic control services do not have reliable information available at all times. This stems from the fact that, for example, the repeated instructions of the Ministry of Civil Aviation on the necessity of installing radio equipment in special-purpose vehicles operating on the ramp still have not been carried out in many aviation enterprises. In a number of cases, existing vehicle and portable radio facilities are not utilized with the necessary effectiveness to transmit reports from those who are performing work to the supervisors of their services on the start or completion of one technical operation or another. Consequently, the operations and traffic control services of enterprises are not aware of the true picture in the readying of aircraft. All this leads to lack of any kind of supervision over the implementation of operations. Such an abnormal situation must be corrected with all urgency, bearing in mind that strict step-by-step supervision is one of the important factors in ensuring high quality and timeliness in servicing aircraft. In the final analysis, this will have a positive effect on improving the standard of regularity.

Not recording violations, but preventing causes--this is the principle which will ensure success if it is observed. At the same time, the problem is such that an irreconcilable struggle must be declared against the prerequisites for the delays. Those at fault for such conditions should not be rebuked in critiques, as is done for the most part, but severely punished as flagrant violators of industrial discipline.

It is not required to explain in detail how to correctly organize the work of services to ensure the timely preparation of aircraft for flight. The ministry's orders, directives, manuals and regulations mention this. It remains for the managers of aviation enterprises and airport services to strictly and unfailingly fulfill the requirements of these documents and to demonstrate initiative in resolving complex problems.

All forms of delay must be reduced to a minimum. Actively seeking ways to bring about a high degree of regularity in aircraft traffic is one of the most important factors in transforming Aeroflot into the standard in transportation.

8936
CSO: 1823

TRANSPORTATION

IL-76 USED ON NORTHERN ROUTES

Moscow VOZDUSHNYY TRANSPORT in Russian 30 Oct 79 p 2

/Caption of photo "Il-76T at a northern airfield"; photo not reproduced/

/Text/ The territory covered by flights of the Il-76T flying truck is being extended. Its use on northern routes in regions inaccessible to other forms of transport is speeding up the accomplishment of important national economic objectives. Beginning this year, regular flights of the Il-76T were begun to the Yagel'noye airport (Novyy Urengoy settlement). It brings dozens of tons of the most varied cargo here in one flight.

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CSO: 1823

TRANSPORTATION

IMPROVED EFFICIENCY AT CIVIL AVIATION PLANT DESCRIBED

Moscow VOZDUSHNYY TRANSPORT in Russian 30 Oct 79 pp 1-2

/Article by S. Chugayev: "Comprehensive System Is Changing the Face of the Plant"/

> /Text/ "...strive to significantly improve the efficiency of public production, accelerate scientific and technical progress, and increase labor productivity..." (from the CPSU Central Committee and USSR Council of Ministers decree "On improving the planning and reinforcing the influence of the economic mechanism to increase production efficiency and work quality").

The neat avenues, planted with firs and spruce, and the austere shop buildings resemble some kind of large scientific center. Nevertheless, this is a plant. Plant No 400 of the Ministry of Civil Aviation. Powerful Tu-154's come here for major overhaul.

The now famous "Comprehensive System for Efficiency and Quality Control" --"KSUEK-400"--was developed here. It took shape naturally. The essence of the "KSUEK-400" system is that it interests all workers, engineering and technical workers and employees of the plant in the management of production.

The so-called "tools of influence" on the basic indicators of economic activity help to determine ways of utilizing resources and to substantiate them economically.

For example, the importance of efficient work by auxiliary services for successful operation of an enterprise is well known. The elimination of accidents and equipment breakdowns, the manufacture of equipment and mechanization of processes--it is difficult to enumerate all the functions of the chief mechanic's division, the chief power engineer's division, and the nonstandard equipment shop. Previously, before introduction of the "KSUEK-400," auxiliary services themselves planned operations on the basis of orders coming from the shops and divisions. And as a rule, they could not always meet production needs.

Use of the process of "improvement in the operations work of auxiliary services" changed the situation markedly. Now they only partly plan work for themselves. For example, restoring supply lines or mechanizing production at newly established projects. For the remainder of operations, a decision is made by a special commission which meets once a month and reviews the shops' applications. Based on these applications, the commission puts together a work plan for auxiliary services for the following month.

Such a planning system makes it possible to have an operational influence on this important subunit of the enterprise. More than once the auxiliary services "saved" the plant from work stoppages when, for example, suppliers delayed delivery of certain spare parts and the equipment to produce them had to be made urgently at the site.

On the other hand, the process of "improvement in the operations work of auxiliary services" is having a substantial effect on other "tools of influence." In particular, on a tool such as "improvement in the level of mechanization of basic processes." The use of just this process gave the enterprise additional production valued at 327,000 rubles in the first 6 months. It is noteworthy that most of the devices which simplify the work and produce a substantial economic impact are made by the workers themselves.

Thus, for example, the development and introduction of a special screw press for putting together one of the subassemblies of an engine resulted in an increase in output valued at 46,000 rubles in a 6-month period. A device for the disassembly and assembly of a fuel filter resulted in an increase in production output valued at 13,000 rubles. Occasionally, the introduction of new machinery does not result in profit which is expressed in effective figures, but significantly reduces unproductive labor expenditures. The installation for checking the automatic flareout equipment at a test flight station can be grouped with such developments.

By the way, "reduction of the level of unproductive expenditures of work time" also is an effective mechanism in the "KSUEK-400" for influencing efficiency and quality. The close interrelationship of different "tools of influence" is already apparent here. If one is not familiar with the process, it is even difficult to discern where one lever of influence on efficiency and quality ends and another begins.

For example, much time previously was spent in tuning units in the radio shop. They did not have the necessary apparatus, and had to carry the units to another facility every time. Deciding to take advantage of this resource, radio technicians V. Dmitriyenko and A. Vetushok themselves developed and made a tuning bench necessary for the shop. Its use, incidentally, not only significantly reduced losses in work time, but also reduced the labor-intensiveness of operations by 15 percent. Moreover, additional production valued at 4,000 rubles was turned out over a 6-month period. Work quality also was significantly increased.

There is no need to mention the value of work quality, especially in a field such as aircraft repair. First of all, quality has an effect on purely economic indicators. For example, during just the first 6 months the application of the process of "reduction of deficiencies within and among shops" resulted in an increase in output valued at 5,000 rubles. Secondly, during the time that "KSUEK-400" was in effect, the number of repair deficiencies was reduced more than tenfold.

Now over 2,000 persons--workers in basic shops--are working at the enterprise in accordance with the system of defect-free labor. The best ones receive the right to work with a personal stamp without presenting output to the technical control division. A great responsibility. But for every worker at the plant it is a matter of professional honor to obtain this right and to maintain it thereafter.

There are 214 persons at the plant working with a personal stamp.

The highest assessment of the efficiency and quality of a worker's labor at the plant is the awarding of the title "Outstanding Worker of Quality." There are 26 in all at the plant. It is not easy to obtain this title, to stand side by side with such experts as fitter-assemblers V. Beymanov and V. Pakhomov and troubleshooter A. Mikhaylov, but it is all the more tempting and prestigious to strive for it. And hence to display one's place in the labor process, to be aware of what depends on you.

8936
CSO: 1823

TRANSPORTATION

SOVIET MERCHANT MARINE LEASES CONTAINER SHIPS

Bonn DIE WELT in German 28 Nov 79 p III

[Text] Just years ago it was unthinkable that Soviet economic managers knew the word "learning"--much less understood what was behind it. Soviet economic law does not recognize ownership of the means of production; also there is no legal formulation or contract by which a thing that belongs to someone else can be rented to a third person. Still the red managers have accustomed themselves to leasing.

For example, the Soviet merchant marine is presently on the point of applying leasing to acquire certain economic goods, in this case, container ships. For 5 years Sovinflot leased container ships in the West which will become the property of this foreign trade organization after the lease term expires. In 1979 about 2,000 container ships which were already the subject of a leasing contract in 1975 with a German firm were given over to Sovinflot.

Likewise 4 years ago leasing contracts were made with firms from Great Britain (2,000 container ships), France and Italy, each with 2,000, and Belgium and Spain, each with 3,000 ships. The buyer company Suedoimport has been using two Japanese research ships for exploration work since 1976 near Sakhalin by means of leasing. One project that American and Italian firms have offered the Soviets as a new form of economic cooperation will be revolutionary. It concerns projects up to DM 900 million. After a suggested basic leasing term of up to 15 years the Soviet Union is supposed to get the right to acquire the object of the lease as its property.

The experts of the Italian-Soviet chamber of commerce want to use leasing in the construction of agricultural production plants, railroads, harbors, hotels, and repair factories. The experts think they can remove even the biggest obstacle, the Soviet property law.

One possibility would be in making the statute capital of the Soviet foreign trade organization available to the Western lessor as security. The foreign trade organization "Soyuzneshstroyimport" according to Soviet information would possibly apply the leasing model for the mobilization of Western capital, reports the German Federal office for Foreign Trade. Soyuzveshstroyimport distributes contracts for construction projects that are ready to be started immediately. In the opinion of the Italians real estate leasing could be applied in the construction of buildings for Soviet organizations abroad.

According to another suggestion there might be common finance companies. In the West a leasing company would function as a partner, in the East a foreign trade organization as a shareholder.

9232
CSO: 1826

TRANSPORTATION

OVERCROWDED RAILROAD STATIONS, PERPETUAL TRAIN DELAYS

Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 3

[Text] Train delays belong to the unsolved Soviet problems. Letters from readers to LITERATURNAYA GAZETA show that the situation has further worsened this year. One has to wait for long-distance trains not just hours but sometimes days. "The express train from Kharkov in the Ukraine to Irkutsk in Siberia left on time but on 29 January, not 28," complained two letter writers from Belgorod. Speaking for a travel group a Soviet woman complained from Siberia: "In Simferopol we waited 48 hours for the departure of a long-distance train to Novokuznetsk, but not in the train station, rather in the street, both adults and children. At the end of the second night I had the feeling that I would fall down and not be able to get up again. The train arrived in Omsk 44 hours late. Travelers waiting there who wanted to get on the train were informed over a loudspeaker that the delay would be only 15 hours." These huge delays on long distances, wrote LITERATURNAYA GAZETA, were caused mostly by freight trains that would be inserted, apparently having perference over passenger trains. There are hardly any credible explanations for delays in city and suburban traffic. The Soviet traffic ministry has now made the railroad board of directors responsible for checking out each single case of a train delay "personally." This measure is impossible to carry out by its very nature and is only supposed to give the impression that something is being done. As LITERATURNAYA GAZETA calculated, the railroad director of Moscow would have to use all his working hours to check on train delays. For each individual case he would have "4 minutes and a few seconds."

9232
CSO: 1826

TRANSPORTATION

MINISTER BAGROV COMMENTS ON RIVER FLEET DEVELOPMENTS

Moscow VODNYY TRANSPORT in Russian 20 Oct 79 pp 1, 2

/Article by L. V. Bagrov, minister of the RSFSR River Fleet: "New Developments in River Transportation"/

/Text/ Russia's river fleet is an important link in the country's transportation system. It transports assorted freight for industry and agriculture in the central regions of the European part of our homeland and takes an active part in developing the productive forces of Siberia, the Far East and the Far North, especially in delivering freight for the enterprises and projects of the oil, gas and lumber industry, non-ferrous metallurgy and geology. The rivermen are doing much to meet the people's needs for passenger transportation. Workers on the blue waterways are also making a distinct contribution to the development of foreign economic relations. One can say that the services of river transportation are used to one or another degree by almost all sectors of the national economy.

The Communist Party and the Soviet Government are paying continual attention to the problems of further development of the domestic river fleet and are showing great concern for the country's rivermen. Quite recently, the CC CPSU and the USSR Council of Ministers adopted the decree "On Measures to Develop River Transportation in 1981-1985." It is noted in this program document, which is exceptionally important to all river workers, that general purpose river transportation of the union republics was developed further in the 10th Five-Year Plan. The intensity of use of the transportation fleet, port and repair capacities and domestic waterways was increased. River transportation in Siberia and the Far East is receiving priority in development which promotes acceleration in the development of productive forces there.

At the same time, it is stressed in the decree that the existing capabilities for increasing freight transportation on domestic waterways are being insufficiently exploited. Steps to improve coordination between river and rail transportation and to switch part of the freight shipped by railways paralleling waterways to the river fleet during periods of navigation are being implemented slowly. Many ministries and departments are still making insufficient use of river transportation to deliver bulk cargo to enterprises and storage centers located near waterways, not taking the necessary steps to efficiently use river transportation for shipments of raw materials and fuel and to store them up at enterprises for the winter, poorly developing wharves and warehouses, and have established a pattern of shipping freight by rail often without substantiation. Insufficient development of the river fleet in a number of the country's regions, and primarily in the Ob'-Irtyshskiy and Lenskiy basins, has led to needs of the national economy for transportation not being fully satisfied here.

In the decree mentioned above, important and essential tasks have been set for river men and the ways to carry them out and to further develop river transportation and its material-technical base have been specified. In the first place, the efficiency and quality of river transportation work must be raised by improving operational activity, reducing empty runs and demurrage, using highly productive transshipment equipment and more modern technology of materials handling, and widely distributing expertise in operating the fleet, ports and transportation centers in order to raise the productivity of self- and non-self-propelled cargo vessels in 1985 by an average of six percent over that of 1980. Labor productivity for shipments must increase by 15 percent. Freight turnover for 1985 is estimated at about 300 billion ton-kilometers. By the end of 11th Five-Year Plan, freight shipments by river transportation to Siberia and the Far East will reach 160 million tons, including 70 million tons to Western Siberia, after having provided for the priority assignment of the material, financial and labor resources just to carry out these tasks.

In the 11th Five-Year Plan, it is intended to switch from rail to river transportation 24-33 million tons of freight, including a considerable volume of oil, coal, lumber, ore, etc. Special attention will be paid to shipment of sand-gravel mixtures, crushed stone, gravel and other construction materials. It has been proposed that our ministry jointly with the Ministry of the Construction Materials Industry work out in the first six months of the coming year and in coordination with USSR Gosplan and USSR Gossnab approve measures for 1981-1985 to switch shipments of the freight mentioned above from rail to river transportation. We must immediately proceed with this task and lay the foundation in the plan for 1980 for the work on the projects, estimates, long-term studies, and compilation of the technical-economic substantiation for the specific freight flows.

In 1985 the volume of shipments by river transportation of apatite concentrate will reach 1.2 million tons with transshipment through the port of Medvezh'yegorsk, while that of potassium fertilizer will reach 1.3 million tons. Accordingly, in 1981-1985 warehouses with mechanized wharfs for unloading and storing mineral fertilizers with a total throughput up to 0.6 million tons per year will be constructed along rivers and placed into operation in the Mariyskaya, Bashkirskaya and Tatarskaya ASSR's and the Ivanovskaya, Permskaya, Kirovskaya, Kostromskaya and Vologodskaya Oblasts.

River and sea vessels will be used to transport to Riga crushed stone from Leningradskaya Oblast and construction sand from Kalinigradskaya Oblast with a total volume of up to 1 million tons per year.

In 1985, Russian river men will have to ship up to 400,000 tons of vegetables and cucurbits. This is a very essential task and must not be carried out like it has been, for instance, in the current year when a large quantity of the fleet, the use of part of which was economically inexpedient, was drawn on for the shipments. It is not difficult to imagine what amount of carrying capacity the river fleet loses by allocating, for instance, a 3000-ton vessel to transport 600 tons of tomatoes and sending it more than 3,000 kilometers. It is absolutely inadmissible to pay such a price to solve our difficult problems. The solution here lies primarily in the construction of vessels to haul vegetables.

Among the central problems is increasing the volume of grain shipments to 7 million tons per year. To successfully cope with this task we must focus particular attention on processing vessels. The administrations of our ministry, institutes and shipping lines must persistently strive to ensure that all measures written on this problem in the decree are carried out precisely and on schedule.

As is well known, in the decision of the 25th party congress one of the tasks assigned to river men is to extend the navigational period for operating the fleet. After all every day won from nature means 500-600 thousand tons of additional freight. It is intended to increase shipment volume by 15 million tons through this method alone by 1985.

In tackling this problem of extending navigation, river men are achieving definite successes in this matter. In 1978, the fleet and ports on the Volga operated throughout November, and on the Lower Volga up to the first half of December. In 1979, the first vessels were dispatched from Astrakhan' to Volgograd in March already. On the Irtysh, spring navigation was extended six days by merely using the one available ice breaker alone. Measures to extend the navigational period for operating the cargo fleet in all main basins have been worked out and are being implemented, consistent with national economic efficiency.

Experience has shown that river fleet operation in late fall and early spring requires building new types of transport vessels for operation in ice, a means for clearing canals of broken ice, increasing ice breaking facilities, and equipping locks, port waters and ship-raising structures with the means to ensure their operation during negative temperatures.

The agenda calls for increasing shipment volume by river transportation of food and industrial goods and other freight in containers and packages 1.3-fold in 1985 compared to 1980, as well as considerable growth in the intensity of materials handling (by 16 percent).

As is apparent, the goals which must be achieved by Russian Federation river men in the near future are very high. Just what are the ways and means then of realizing the requirements and tasks set for the river men?

Here I would like once more to note that great concern shown by our party and government for river men. Suffice it to say that capital investment for 1981-1985 for the "River Transportation" sector for production facilities construction will be 3.35 billion rubles. Of this sum, 380 million rubles are being allocated for construction-installation projects. This is much more than was allocated in the 10th Five-Year Plan. Investment in construction of living quarters will be 297 million rubles and a substantial amount is being allocated for the further development of health care. In connection with this, no little effort will be required in creating an in-house construction base and in building up the capacity of the construction organizations of the shipping lines, ports, yards, waterway administrations, and especially of the "Fouvodrechstroy" [Moscow Administration of Underwater Engineering and Construction, Ministry of the River Fleet, RSFSR]. It is necessary to already begin working now locally with contracting organizations and to organize joint discussion and coordination on carrying out all the work in the five-year plan.

Questions concerning the development of the material-technical base of the ports and wharves of the ministries and departments deserve great attention. Everyone knows how the national economy suffers from inadequate mechanization of the client's own wharves, where fleet demurrage is two to three and frequently even four times greater than at sector wharves. Great losses are suffered in carrying capacity here. The number of client's wharves will increase sharply in the new five-year plan. The plans of the appropriate ministries and departments must include designing the new wharves in 1980 with construction starts in 1981-1982.

Successful implementation of these plans will largely depend on the ability of our design organizations to provide project technical documentation within the prescribed schedule. There are no other organizations in the country which can work out the project documentation for wharf construction. Consequently, the matter must be organized in such a way that not one department charged with wharf construction has any claims on our organizations for not providing technical documentation on time. In connection with this our designers have a great responsibility. We believe that they will handle the tasks imposed on them with honor.

The new stage in the development of river transportation calls for further construction, expansion and reconstruction of ship repair and shipbuilding yards, and construction of cargo and passenger vessels. Compared to the 10th Five Year Plan, construction of the transportation fleet will grow by 22 percent, and the number of dry-cargo ships, tankers and tugs, etc. will be increased. Tasks have been set to assimilate smaller rivers for transportation in the areas of gas and oil deposits in Western Siberia and to organize permanent shipping on them, to provide wharves and ports with modern equipment and to set up reservoirs at oil transshipment bases, oil refineries and power plants along the rivers. Major steps are planned to develop and increase the pass-through capacity of the Volga-Baltic Waterway imeni V. I. Lenin, the locks of the Volga cascade and other systems.

The problem of increasing passage of the fleet through Leningrad bridges is quite pressing. This is a very complicated problem. Therefore, from the very start one must be disposed to developing capital measures making use of the latest technology and to searching for new constructive solutions. It is evidently time to begin thinking even of building a dry dock as well as of improving organization of navigation on the Neva. All this of course must be done now without putting it off.

An important condition for implementing these plans remains as before improving the utilization of fixed capital, bringing all reserves into action and improving the economic mechanism further.

To speed up delivery of freight to customers and reduce transportation costs it is also necessary in the future to make use of all possibilities for transshipment at the ports of cargo from vessels to cars and from cars to vessels by the direct variant, making more active use of the experience of the collectives of the Leningrad transportation center, which was approved by the CC CPSU, in mutually coordinated work of various types of transportation.

In the new five-year plan, measures are outlined to increase the turn out of and improve the training of specialists and skilled workers for river transportation. The Moscow Institute of Water Transportation Engineers must be organized in 1980. This is an exceptionally important and opportune decision.

Broad horizons have been opened for Russian river men in connection with the publication of the decree of the CC CPSU and the USSR Council of Ministers. This imposes great responsibility on each water worker and in the first place for fulfilling the 1979 plan. Unfortunately, this most important task is being unsatisfactorily accomplished. Suffice it to say that according to the results for the nine months, the river men have not fulfilled the plan in either freight turnover or fleet utilization. The work of the industrial enterprises fell off in September. The shipbuilding quota has not been met. All this is the result of weakening of organizational work in carrying out the plan, an inadequate level of management activity, and the inability at times to make maximum use of reserves.

There are also considerable deficiencies in capital construction. Only 93.3 percent of the plan for construction-installation work for the "River Transportation" sector was completed for the nine-month period. The Amur, Belaya, Volgotanker, VORP /United Volga River Steamship Line/, Yenisey Kama, Moscow, Pechora and some other shipping lines have been working extremely unsatisfactorily. All this can lead to severe consequences in the near future. The fact is that 380 million rubles were allotted by the decree on development of river transportation for construction-installation work. This is 1.5 times greater than the corresponding figure for construction-installation for river transportation in the 10th Five-Year Plan, discounting the capital investment of another 138 million rubles transferred to us by other ministries and departments for the ports of Urengoy, Nadym, Sergino, Nizhnevartovsk and others. Thus a tremendous growth of investment in the riverside base is expected. At the same time it must be kept in mind at all times that the development of the material base of river transportation in accordance with the decree will be possible only with the unconditional fulfillment of the 1979 plan for capital construction and for all projected measures.

In October, the shipping lines improved their shipments. However, the situation is still strained. Much persistent labor is still required to cover the existing lag.

Important and great tasks were assigned to Russian river men in the 10th Five-Year Plan. An extensive program stemming from the decree by the CC CPSU and USSR Council of Ministers has been outlined also for the 11th Five-Year Plan. Shock and selfless work today is the pledge of our successes tomorrow and the reliable guarantee of further development of Russian Federation river transportation.

8545
CSO: 1823

TRANSPORTATION

TECHNICAL CONDITION OF ELECTRIC LOCOMOTIVES DECRIED

Moscow GUDOK in Russian 6 Oct 79 p 2

[Text] There are only a few days left before the change-over to the winter operating schedule on the railroads of Siberia, Zabaykal'ya, and the Urals. The timely and high-quality preparation of electric locomotives is a precondition for these machines to function reliably in the cold weather.

As of 1 Oct current repairs TR-3, TR-2, and TR-1, as well as technical servicing TO-3 were being carried out basically on schedule on the railroads. However, on the Privolzhskaya, Yugo-Vostochnaya, Sverdlovskaya, Vostochno-Siberskaya, and Krasnoyarskaya Railroads a large number of electric locomotives are coming in for the very important TR-1 type of repair with overruns in excess of the established norms.

Because of poor organization of repair work the norm of the depot percentage of defective electric locomotives is not being fulfilled on the Azerbaijan and Far Eastern Railroads. On the Azerbaijan Railroad this indicator is triple that of the established figure.

The greatest number of defects in electric locomotives is tolerated on the Zakavkazskaya, Privolzhskaya, Zapadno-Sibirskaya, and Kemerovskaya Railroads. The causes are as follows: Damage to the electrical equipment and traction motors as a result of poor-quality sanitation work and insufficient skills on the part of the locomotive crews. During the third 10-day period in September the Azerbaijan and Sverdlovsk Railroads had the most down time due to unplanned repairs. More than half of such down time is tolerated during every 24-hour period on the following 5 railroads: Azerbaijan, Sverdlovskaya, Yuzhno-Ural'skaya, and Zapadno-Sibirskaya.

Prior to 1 Oct commission inspections had been carried out on 78 percent of the network's electric locomotives. Winter preparation of such locomotives has been lagging behind on the Yugo-Vostochnaya, Privolzhskaya, Zapadno-Sibirskaya, and Kemerovskaya Railroads. Due to the fault of the material and technical supply services there is a lack here of the necessary amount of packing cloth and lining material.

On the Tselinnaya Railroad electric locomotives have remained out of operation because of a lack of phase splitters; these have not been repaired at the Ulan-Udenskiy Plant. On the Kuybyshevskaya Railroad, even before their warranty periods have expired, locomotives produced by the Novocherkasskiy Electric Locomotive-Building Plant are standing idle; their main lead-ins went out of order, while on the Tselinnaya Railroad cracks have appeared in the dump-proof apparatus of locomotives.

There is also a shortfall in the preparation of the winter reserves of traction motors on the Gor'kovskaya, Severnaya, Kuybyshevskaya, Sverdlovskaya, Yuzhno-Ural'skaya, Privolzhskaya, and Vostochno-Sibirskaya Railroads. Because of a lack of wheel bands there has been a disruption in the plan of the TR-3 current repair of electric locomotives on the Vostochno-Sibirskaya Railroad.

2384
CSO: 1823

TRANSPORTATION

PASSENGER TRAINS CONTINUE TO RUN BEHIND SCHEDULE

Moscow LITERATURNAYA GAZETA in Russian No 39, 26 Sep 79 p 12

[Article by A. Rubinov, chief editor of Social and Everyday Problems Department of LITERATURNAYA GAZETA]

[Text] Many of the country's railroad stations this year look more overcrowded than ever. Could it be that there has been an abrupt and manifold increase in the number of passengers? No, we cannot say that. Then where do these crowd of irritated people come from, who fill the platforms, station tunnels, waiting-rooms and areas near the stations? Mournful passengers with their baggage, disenchanted people waiting to meet the arrivals with flowers.... If you look closely at these bouquets, you can see that they are no longer in their first bloom.

The explanation for all this is very simple: The trains are running behind schedule. The readers of LITERATURNAYA GAZETA have written in to us about this. Of course, trains used to be late before, also, but LITERATURNAYA GAZETA's department on social and everyday problems has never received such a large number of complaints. It is precisely because of the fact that people have to wait for a long time for trains that the stations seem to be overflowing.

A pitiful letter was sent by S. A. Voytsik, a reader from Omsk, in the name of a large group of passengers of Train No. 398 (Simferopol'--Novokuznetsk). They waited two whole days for this train and did not even spend them inside the station (there were no seats there!) but rather on the street--adults and children. "By the end of the second night I felt as though I were just about to fall down and that I would not be able to get up...." And what about the passengers with children? The train arrived in Omsk 44 hours late, and those waiting were informed that the consist would arrive "only" 15 hours later. And even when the delay approached 40 hours, the local radio affirmed that the train was "only" 31 hours late.

A. G. Melikhov and L. L. Zhadan, inhabitants of Belgorod, have informed us that instead of on 28 July, Train No. 533 (Khar'kov--Irkutsk) departed on 29 July, one entire day late. They write about this as follows: "It was pitiful to look upon the sufferings of the passengers, especially those with children."

A group of passengers who were traveling by Train No. 2 from Moscow to the Far East sent a worried letter to the editors while still enroute: they had gotten only as far as Sverdlovsk and the train was already 6 hours late....

It would take us a long time to enumerate all the letters on this topic--most of them have been sent along to the USSR Ministry of Railways. Of course, the editors might have waited until all the answers were received from the railroad department, but they are uneasy about the circumstance that the first official answers from there on such a serious matter arrived only after a long delay and were contradictory in nature. V. I. Kalashnikov, the deputy chief of the Main Administration of Railroad Car Operations, openly admitted that "the situation has become worse this year with regard to passenger trains keeping to their schedules." But his colleague, V. A. Volkov, the deputy chief of another main administration in this same ministry--that of traffic control--is, in contrast, more genially minded.

In a letter to passenger D. I. Tolstoukhov, who was among those traveling on the above-mentioned Train No. 2, V. A. Volkov asserted the following fact: this train did indeed arrive in Sverdlovsk 6 hours later than provided for by the schedule. The deputy chief knows the reason for the delay--"due to the excessive clogging up of the Kirov--Balezino--Sverdlovsk Section with freight trains from 2 to 2.5 times the established norm, as well as the presence of warnings about the allowable speed limits because of the condition of the track." One might think that the deputy chief of this main administration was justifying the occurrence, but at the end of his letter he states that "for the unsatisfactory organization of passenger-train traffic the Ministry of Railways has assigned administrative responsibility to the chief of the Yuzhno-Ural'skaya Railroad, Comrade Tarunin, and the deputy chief of the Zapadno-Sibirskaya Railroad, Comrade Gusev."

Bearing in mind that a number of complaints regarding trains being late, which the editors of LITERATURNAYA GAZETA have sent along to the Ministry of Railways, as well as the fact that almost all the lines in the railroad network have been mentioned, we can only await with apprehension the receipt of a long list of punished chiefs.

But this is not the most important thing. The citing of responsibility for unsatisfactory work is, of course, a measure which is justified and genuine. It will probably arouse the guilty parties to have a more respectful attitude towards passengers. But now another measure, about which Comrade Volkov writes, causes doubts. He reports that his "colleagues at the Ministry of Railways at an expanded session with the chiefs of railroads participating examined the problems of organizing passenger-train traffic by schedule, as well as services to passengers on trains and in stations, and have/obligated the railroad chiefs to PERSONALLY examine EACH INSTANCE of lateness with regard to passenger trains..."/ (author's emphasis) [boldface type].

"Personally" and "each instance"? But will this not distract the attention of such important railroad chiefs from general supervision to private, individual matters? And will there simply be enough time for so many sessions?

The editors inquired of the Ministry of Railways how many such sessions would have to be conducted by I. L. Paristoi, the chief of the Moscow Railroad, for example.

At the Ministry we were graciously presented the "An Inquiry into the Lateness of Passenger Trains" for 10 August. The information in it was completely reliable, inasmuch as the "Inquiry" was signed by a responsible official and bore upon it the triangular seal of the Main Traffic Administration of the Ministry of Railways. On this day 25 trains arrived late at the capital's Kurskiy Station, still more at the Kazanskiy Station--42, as well as 13 at the Kievskiy Station, 3 at the Belorusskiy, and 5 at the Paveletskiy. This made a total of 99 trains.

We shall not speak at any great length about what trouble this caused passengers and those who were there to meet them. Let us just point out that the lateness of these 99 trains amounted to a total of 260 hours and 43 minutes, and that each train was carrying an average of 800 persons.

We shall not multiply but rather divide: 8 working hours into 99 instances of lateness. How unfortunate for the chief of the Moscow Railroad! If he /personally/ devoted all of his daily 480 working minutes to the lateness of the trains and only to that, decisively casting aside all other matters, then he would spend 4 minutes and several seconds on each conference. One can imagine how "profoundly" and "comprehensively" important questions would be examined in this shuffle of conferences.

The situation would not be improved even if we subtracted from the unround number of 99 a certain number of latenesses which occurred due to someone else's fault, inasmuch as some trains came to the Moscow Railroad already late--they had become late on other railroads.

A close analysis, however, has shown that nothing should be subtracted from this unround number. On the contrary, it should even be added to. It turns out that the Ministry of Railways has an amazing, splendid statistic with regard to the traffic of suburban trains, which, to put it mildly, has no correspondence whatsoever with the impressions of Moscow's suburban passengers. It would be very interesting to have a customary suburban passenger glance at it. It would be interesting to hear what he would say upon learning that at the Kurskaya Station, for example, on 11 August all 100 percent of the suburban trains departed on schedule, and that 98.3 percent arrived on time. "All 100 percent" of the suburban trains departed on time from the Kazanskiy, Yaroslavskiy, Savelovskiy, Rizhskiy, Belorusskiy, and Kievskiy Stations. And "all 100 percent" of the trains arrived on schedule at the last four. This would have been splendid, if it indeed were true. As a private individual, as a passenger who frequently uses the services of suburban trains from the Kievskiy Station in Moscow, I have profound doubts about the figures pertaining to me and my unknown fellow-travelers.

Upon learning that all 100 percent of "our" electric trains had departed and arrived on time on 12 August, 13 August, and 15 August, I embarrassedly requested that an inquiry be made about certain of them with which I and those close to me had had a direct involvement. Could we say that the electric train which was scheduled to leave from its platform in Moscow on 15 August at 10:36 did indeed do so? The explanation took some time. In the final analysis it turned out that we needed to subtract not from 99 but rather from 100; this had to be done, however, not from trains, but from percentages. This electric train, to be sure, had been just a bit late. It started out at exactly 11:00 or perhaps just a bit later.

This was the same thing which happened with all the electric trains which my acquaintances and I know about; they arrived later than scheduled and got jammed up for a long time along the way, inducing alarm and causing worry in thousands of suburban homes. People were waiting for someone--children, mothers, fathers, grandmothers, and they did not appear on time. In the closed railroad cars which were jammed up on these runs people became nervous; there was fidgeting among those who were going out to their dachas and the inhabitants of Moscow's immediate environs who were late for work. There were about 2,000 persons in each train. This figure alone shows that trains with so many people on board should not be left out of the reports and undoubtedly those of them which were late deserve, to no less extent than the long-distance trains, to have conferences and the /personal/ attention of the chief of the railroad himself.

Well, of course, it is not up to the newspaper but rather to the specialists to resolve the problem of fighting against lateness. In any case, it is hardly helpful to cover one's eyes to suburban trains which are running late, when the composite reports are being drawn up. And as for the method of holding endless conferences wherein the railroad chief /personally/ examines on a daily basis 99 + n identical, eternal problems, it has not, taking everything into account, produced any effect. And so the lateness of trains, unfortunately, has become even greater.

2384
CSO: 1823

TRANSPORTATION

RR FREIGHT LINES UNABLE TO HANDLE TRAFFIC VOLUME

Moscow GUDOK in Russian 3 Oct 79 p 1

[Article by L. Lyubinov, special correspondent of GUDOK; Chelyabinsk: "Why Are the Trains Behind Schedule; Report from the Dispatcher's Office of the South Urals Railroad"]

> [Text] In order to free the road to the East more rapidly from a surplus stock of cars and to increase their maneuverability, it is necessary to step up the number of transmittals, including that on the roads of the eastern region themselves. Moreover, it is important here to step up the transmittal of uneven as well as even trains. The fact of the matter is that on the main lines of the Volga region, the Urals, and Siberia quite a few freight cars have become jammed up; they need to be moved through more rapidly to their destination points, unloaded, filled up again, and returned to the network's western portion.

Unfortunately, as the cars move eastward in an inefficient manner, reception by the Far Eastern as well as certain other railroads is being held back.

This is the subject of the material published below.

A complicated train situation has taken shape these days on the main line, especially along its principal route: Chelyabinsk--Kurgan--Isil'-Kul'. The task assigned to the Western Siberians by the ministry with regard to receiving trains has not been fulfilled. The principal cause of this is the lack of reception by the Isil'-Kul' station (because of the failure to keep to the schedule in shipments eastward). Railroad dispatcher V. Chugaynov was compelled to delay 30 trains with electric locomotives at intermediate stations of the even-numbered route. Under such circumstances emergency procedures were put into effect here: the locomotive crews lowered their pantographs, closed down the electric locomotives, handed over their keys to the persons on duty at the various stations involved, and then they became merely passengers. In case a particular train had to move on further, a new crew was sent.

The halting of such a large number of trains with locomotives on a section was also caused by another circumstance: the ministry's need to ensure the completion of a task--delivering 3,000 empty gondola cars for maintenance checks. This matter was made worse by the great surplus of even-numbered transit on the road (almost 4,000 cars). Prior to 20 September the Southern Urals people used to receive transit to the East amounting daily to 11 trains in excess of the technical plan, while the Western Siberians used to receive 18 fewer trains.

I am looking at the schedules. Already at six o'clock there are dozens of trains on all sections in traffic to be turned over at Isil'-Kul'. For all the complexity of these circumstances Railroad Dispatcher V. Chugaynov handled his work well and was able to turn over 18 regulation empty routes for loading with coal. How well will the day man succeed?

The day shift was taken over by N. Borovkov. He did not obtain a precise answer from his neighbors on how many trains will be received from the road. He was guided by the ministry's taking--first of all, to turn over 19 more empty runs. The dispatcher had to carry out complicated computations, to select the most necessary trains from the entire, large traffic flow, taking the empties into consideration and immediately sending out the loaded ones which remained on the line. Then, having called those in charge at the divisional level by means of the selector, he provided them with the appropriate train orders. The man on duty for the Chelyabinsk Division, A. Bushuyev, for example, was to send crews to take over the trains from the Churilovo and Potanino stations, while the man in charge at the Kurgansk Division was to do the same for the station at Shumikha.

I look at the schedule: the uneven flow is moving without any delays. But the even direction is causing some concern.

Alarming information has come in from Petropavlovsk: reception is being held back.

Borovkov takes note of the situation which is shaping up on the schedule. He thinks for a bit. I see that on the last run to Isil'-Kul' five trains have already been delayed. Among them is the Khar'kov--Vladivostok passenger train. Nervous conversations begin with the neighboring offices as well as a worried waiting period. One reason is that the Western Siberian Railroad has not shipped out locomotives, has simply not sent them. Because of this the junction station has begun to have the breath squeezed out of it: They have no place to put the incoming trains, and by the end of the reporting day they are already expecting accumulated reception from other runs. From 1600 hours to 1700 hours the Isil'-Kul' station receives only two trains, and only four from 1700 hours to 1800 hours. Seventeen empty runs have remained incomplete, eight of which have gotten clogged up on the last run. Now the trains in the even direction from Petropavlovsk to Isil'-Kul' have filled up all the free tracks and intermediate stations. It has become impossible to unravel them on the section.

At the end of the reporting day we sum up the results together with Borovkov. Out of 30 trains which had remained jammed up at night with their locomotives only 13 were put back into motion. Seventeen remain clogged up. And there are just as many incompleted empty runs, planned to be loaded with coal, for the sake of which these trains have remained clogged up.

"What will happen in the case of the locomotives which have been put out of operation? And when will you dispatch the delayed trains?" I asked the deputy chief of traffic service, P. Samodurov at the end of the day (on this line there were still 23 sets of rolling stock left without locomotives).

"The trains which have locomotives we shall turn over during the next few days, while those which are without locomotives...."

Pavel Mikhaylovich thought for a while.

"I am not even going to specify the time period," he said after a heavy sigh. "The freight flow in the even direction is growing faster than the Western Siberian Railroad is receiving from us."

Intervention is needed by the main traffic administration of the ministry.

2384
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TRANSPORTATION

CRITICISM CONCERNING WINTERTIME RAIL TRANSPORT

Ministry of Railways Criticized

Moscow IZVESTIYA in Russian 30 Aug 79 p 1

[Editorial: "Prepare for Winter Efficiently"]

[Excerpts] A special responsibility for preparing the national economy for operation under winter conditions falls upon the transportation workers. They must improve the organization of the haulage of fuel, as well as construction and repair materials. The uninterrupted work of miners and metallurgists, petroleum workers and chemists, textile workers and machine builders depends, to a large extent, on the activity of this sector of the national economy. National economic tasks whose success depends on the transportation workers to a large extent include the on-time delivery of equipment and sets of items, the shipping out of finished products, and supplying the population with food products and consumer goods.

Last winter there were quite a few disruptions in transport operations, particularly those of the railroads. A complicated state of affairs was created on many railroads primarily because of the unsatisfactory condition of the locomotive pool, especially that of the diesel locomotives The least favorable state of affairs existed on the Kuybyshevskaya, Alma-Atinskaya, Gor'kovskaya, Sverdlovskaya, Tselinnaya, and Privolshskaya Railroads.

We must not allow a repetition of such instances. It is necessary to prepare main lines and rolling stock for the winter at hand within the shortest possible time periods. For the time being, this problem has [illegible] resolved. Planned types of repairs are being carried out to the [illegible] 85-90 percent on an average; of this, on certain railroads, as many as [illegible] percent of the diesel locomotives are operating at the limits of their capacities, and they may become inoperative at any moment. This is causing even more alarm because of the fact that at present, due to a shortage of locomotives and damage to them on the track, more than 500 complete trains are standing idle every day. As a result, goods which are important for the national economy are being hauled more slowly than necessary, in particular, coal from Kuzbass and Ekibastuz, petroleum from Western Siberia. And this, in turn, is creating additional difficulties in the work of many enterprises, and it is leading to disruptions throughout the entire national economy.

Winter is a severe tester. It will hold anyone strictly accountable who is not able to prepare to meet it on time. Therefore, it is necessary to improve the organization of all preparatory operations, not to put off until tomorrow that which can be done today. In all labor groups competition should be developed on a broader basis to successfully fulfill 1979 plans, to make model preparations for work in the culminating year of the 10th Five-Year Plan.

Ministry of Railways Response

Moscow IZVESTIYA in Russian 19 Oct 79 p 1

[Text] The USSR Ministry of Railways has examined the article "Prepare for Winter Efficiently and Economically" (IZVESTIYA, No 202), and it states the following:

The newspaper is completely correct in raising the question of serious shortcomings in ensuring the haulage of fuel, building materials, and other materials, as well as regarding the technical maintenance and preparation of the locomotive pool for operations under winter conditions.

The tendency which has been created in recent years for a worsening of the technical condition of diesel locomotives is a cause for extreme concern at the ministry. Despite the measures which are being taken, a number of railroads even now have not succeeded in attaining steady operation by locomotives, and this is complicating the hauling process, the on-schedule delivery of goods important for the national economy.

A considerable portion of the pool consists of outmoded locomotives whose equipment has experienced obvious and even extreme physical wear. At the same time, for example, diesel locomotives which are carrying out about half of all the freight turnover have proved to be not guaranteed diesel engines for replacing the developed motor resources, as well as other very important assemblies, parts, and materials.

It is enough to note that the need for the railroads' locomotive systems for spareparts from year to year is being satisfied at the level of only 60-80 percent. This has led to a disruption of plans for repairs; it has held back the recovery of the locomotive pool and the creation of winter supplies of equipment and parts.

The situation is becoming acutely worsened by the shortage of repair personnel. At the present time locomotive depots are short of 9,500 workers connected with technical servicing and current repairs of locomotives. The situation is analogous with regard to locomotive crews.

The Board of the Ministry of Railways has examined in detail the state of the locomotive pool and has outlined a number of additional measures for ensuring its steady operation, especially during the winter at hand.

The unfavorable main lines are constantly at the center of the ministry's attention. They are allocated the overwhelming share of the material and technical resources which we have, the locomotive pools are renewed and supplemented, and manpower aid is rendered.

In order to render local assistance, supervisory personnel are regularly sent from the main administrations and the service units out to the railroad line enterprises. Controls have intensified over the execution of measures which have been worked out with regard to preparation for winter, as well as the elimination of lags which have been permitted. [165-2384]

2384
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NEED FOR IMPROVEMENT OF MOTOR VEHICLE TRANSPORT SYSTEM

Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 12 Oct 79 p 3

[Text] The Central Committee of the Communist Party of Kazakhstan and the Council of Ministers of the Kazakh Soviet Socialist Republic examined the question of improving the organization of freight transportation on motor highways of the republic.

It was noted that in Kazakhstan freight transports by motor vehicle are continually growing. Expansion is taking place in the net of constantly operating routes which are being organized on the roads, along which regular freight transports are carried out according to the traction shoulder system, including with the delivery of freight "from door to door", which speeds up the transports and guarantees the safety of cargoes, reduces to the minimum the empty runs of motor vehicles, transshipping operations, and significantly lowers the transportation expenditures of the national economy.

At the same time, shortcomings occur in the organization of freight transfers by motor vehicle transportation. Centralized freight transports in inter-city service by motor vehicle transportation for public use are developing slowly. Thousands of cargo-carrying motor vehicles, belonging to practically all ministries and departments, a significant part of which travel empty, are occupied with these transports. A large quantity of fuel is expended without purpose for the empty runs of these motor vehicles. The control-dispatcher points created on some roads, which have been charged with the loading of empty motor vehicles passing by in their direction, in actual fact do nothing.

The majority of motor vehicles taking part in the transportation of freight over great distances are not suitable for these transports and are used ineffectively. Many drivers do not receive concrete tasks for the loading of motor vehicles in both directions.

In the transportation of freight between oblast centers, rural and industrial regions, the necessary planned arrangements are frequently absent--which increases the number of empty runs.

Some oblast party committees, city and rayon party committees, and the executive committees of oblast, city and rayon Soviets of People's Deputies have weakened the requirement of the administrators of enterprises and organizations to increase the effectiveness of the use of motor vehicle transport and to strengthen the discipline among the staff of drivers. As a result, significant losses of carrying capacity and material resources take place.

In a decree that was passed, the Central Committee of the Communist Party of Kazakhstan and the Council of Ministers of the republic called the attention of the Ministry of Motor Transport, other ministries, departments and enterprises of the republic that have cargo-carrying motor vehicles, to the necessity of a basic improvement in the organization of freight transports by motor vehicles, to the fact that the use of cargo-carrying motor vehicles in these transports must be put in order, that there must be a significant increase in the role of motor transport of public use in the intercity transports of freight. It is recommended that measures be taken so that gradually, beginning in 1980, all transports over long distances between large cities and industrial centers of the republic are carried out in a centralized manner, basically through motor transport of general use, by large-scale load truck trailer trains with loads in both directions.

The Ministry of Motor Transport of the Kazakh Soviet Socialist Republic has been charged with the elaboration and implementation of concrete measures regarding the perfection of the organization of freight transports on motor highways, having guaranteed:

--wide application, in these transports, of motor vehicle trailers, semitrailers, containers, and the maximum reduction of idle times and empty runs of the rolling stock;

--strengthening of the operating and the creation of necessary new large specialized motor vehicle enterprises of intercity services, the delivery of freight, as a rule, by the speediest routes, in accordance with hour-by-hour schedules and rational routes;

--the further widening of the network of freight motor vehicle stations, container platforms and mechanized complexes for the reception, subgrouping and processing of freight, protected motor vehicle stops and stations for technical service to rolling stock, and also specialized dispatcher centers which are to be charged with the organization of the movement of motor vehicles on the highways;

--the increase in the volume of centralized transports of vegetables and potatoes into the city of Alma-Ata and other large cities and industrial centers in containers with delivery of these products from the field directly to the storage facilities, processing points, and outlets for sale to the population;

--widespread introduction of comprehensive transportation services to enterprises and organizations of the national economy.

The administrations of the Alma-Ata, the Virgin Lands and the Western Kazakhstan railroads, the Ministry of Motor Transport of the republic, with the participation of ministries and departments involved in the shipment of freight, have been charged with the responsibility of submitting --within a month's time--to the State Planning Commission of the Kazakh Soviet Socialist Republic, proposals concerning the switch-over of transports of short-haul and small-batch freight from railroad to motor transport in 1979-1980 and in the 11th Five-Year-Plan.

The ministries and departments of the Kazakh Soviet Socialist Republic must:

--guarantee the creation, in the enterprises and organizations under their jurisdiction, of conditions for the further development of intercity freight transport by motor vehicle transport of public use by means of organizing the receiving and delivery of freight in two-three shifts, during days off and during holidays, through the well-planned arrangement of loading and unloading platforms and access roads to them, the mechanization of loading and unloading work, with the wide use of containers, packages, and other means in the transports;

--take measures to guarantee the loading of all cargo-carrying motor vehicles traveling empty on the highways and passing in the same direction.

The ministries of motor highways, trade, the Kazakhstan Main Administration for Petroleum Supply (Kazglavneftesnab), the Kazakh Union of Consumers' Societies (Kazpotrebsoyuz) and the oblast Soviet executive committees must take measures to improve the maintenance of the motor highways, with the goal of increasing their traffic capacity and the safety of movement on the roads.

Other instructions were also given.

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TRANSPORTATION

FOLLOW-UP DECREE ON THE USE AND SAFEKEEPING OF ROLLING STOCK

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL'STVA ROSSIYSKOY SOVETSKOY FEDERATIVNOY SOTSIALISTICHESKOY RESPUBLIKI in Russian No 15, 1979 pp 263-271

[Art 96: "On Measures Regarding the Execution of the Decree of the USSR Council of Ministers of 26 April 1979, No 380: 'On the Increase of Material Responsibility for the Use and Safekeeping of Rolling Stock'"]

[Text] The RSFSR Council of Ministers notes that many ministries and departments of the RSFSR, freight senders and freight receivers, as well as Councils of Ministers of the autonomous republics, the kray executive committees, the oblast executive committees, the Moscow City Executive Committee and the Leningrad City Executive Committee, have not taken all necessary steps to improve the use and to reduce the idle time of cars on the railroad access tracks of enterprises, organizations and construction projects within their jurisdiction, in sea and river ports, and on railroad lines being built, as this was envisaged by the decree of the RSFSR Council of Ministers of 24 February 1977, No 133.

Damages to a large number of cars are being tolerated during loading, unloading and the execution of switching work,as are incomplete unloading of cars and the inadequate clean-up of residues of the freight transported by them.

As the result of the failure to observe the established norms of idle time (turnover) of cars on the railroad access tracks of industrial enterprises, organizations and construction projects, and the irregularity in the presentation of cargo for shipments, the loading resources of the railroads are reduced--which adversely affects the satisfaction of the demands of the national economy for freight transportation.

The RSFSR Ministry of the River Fleet and the RSRSR Ministry of Automobile Transportation, as well as RSFSR ministries and departments involved in both sending and receiving of freight, have poorly disseminated the experience of the work of the Leningrad and Odessa transportation centers --approved by the CSPU Central Committee--with regard to labor cooperation of collectives of sailors, railway workers, motorists, and river transport workers, of the Electric Steel Enterprise for Industrial Railroad Transportation, of the industrial and railroad enterprises of Chelyabinskaya Oblast regarding the reduction of the idle times of cars during loading operations and the guarantee of their safekeeping.

In order to reduce the idle time of cars and during loading operations and in fulfillment of the decree of the USSR Council of Ministers dated 26 April 1979, No 380, the RSFSR Council of Ministers decrees:

1. To obligate the ministries and departments of the RSFSR, the Councils of Ministries of the autonomous republics, the kray soviet executive committees, the oblast soviet executive committees, the Moscow City Soviet Executive Committee and the Leningrad City Soviet Executive Committee, to carry out measures in 1979-1980 with regard to the reduction of the idle time (turnover) of cars at railway stations, on railroad access tracks of enterprises, organizations and construction projects within their jurisdiction up to the established norms, with regard to the guarantee of the rhythmic presentation of freight for transportation, the regular supply of cars for loading and the smooth execution of loading and unloading work within 24 hours and during all days of the week, and also to take necessary steps to eliminate damage to cars during loading, unloading and the execution of switching work.

2. To provide the RSFSR Ministry of the River Fleet, the RSFSR Ministry Automobile Transportation, the RSFSR ministries and departments involved in sending and receiving of freight, the Councils of Ministers of the autonomous republics, the kray soviet executive committees, the oblast soviet executive committees, the Moscow City Soviet Executive Committee, and the Leningrad City Soviet Executive Committee, with broad dissemination of the progressive experience of the work of the Leningrad and Odessa transportation centers, the Electric Steel Enterprise for Industrial Railroad Transportation, the industrial and railroad enterprises of Chelyabinskaya Oblast in order to attain on this basis a significant improvement in the use of transportation means for the fuller satisfaction of the demands of the national economy for freight transportation.

3. To disseminate the information that, by decree of 26 April 1979, No 380, the USSR Council of Ministers:

1) Introduced the following changes and additions in the Statute of the Railroads of the Union of Soviet Socialist Republics, confirmed by the decree of the USSR Council of Ministers dated 6 April 1964, No 270 (Collection of Government Regulations and Decrees of the USSR, 1964, No 5, Article 36; 1969, No 18, Article 105; 1972, No 19, Article 98; 1974, No 17, Article 99; 1976, No 9, Article 42; 1978, No 19, Article 115):

a) Supplemented Article 50 after the first paragraph with a paragraph of the following content:

"For a delay of more than 15 minutes, through the fault of the railroad, in the supply of cars for loading and unloading as compared to the deadlines envisaged by the contract for the operation of the railway access track or by the contract for the supply and removal of railway cars, the railroad pays the freight sender or the freight receiver a penalty in the amount of 60 kopecks per car per hour, but not more than for 6 hours.

A delay of more than 15 minutes is counted as a full hour";

b) Supplemented Article 92 after the first paragraph with a paragraph of the following content:

"For a delay of more than 15 minutes, through the fault of the railroad, in the removal of cars from places of loading and unloading on railroad access tracks in case the supply and removal of the cars is done by a locomotive of the railroad, or in the reception of cars from railroad access tracks, the railroad pays the freight sender, freight receiver or owner of the railroad access track a penalty in the amount stipulated in Article 156. This penalty is charged for the entire time of the delay from the moment of expiration of the deadline for the removal of the cars stipulated by the contract for the operation of the railroad access track or the contract for the supply and removal of cars";

c) Set forth the sixth paragraph of Article 118 in the following wording:

"For the delay of cars being loaded or unloaded beyond the deadlines established by the main contract, and also for the delay in the reception of loaded cars, which have arrived at the transfer station, the steamship line, the port, the dock pay a penalty. In the case of the delay of ordinary cars (open cars, covered cars, flatcars), a fine in the amount of 40 kopecks per car per hour is exacted; if tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator cars are delayed, it is tripled";

d) Set forth Article 153 in the following wording:

"153. For the delay in the delivery of freight, the railroad pays the freight receiver a penalty if it does not demonstrate that the delay was not its fault.

The penalty for the delay in the delivery of freight is paid in the following amounts:

15 percent of the carrying charges--if the delay does not exceed 1/10 of the time of delivery;

30 percent of the carrying charges--if the delay is more than 1/10 but not more than 2/10 of the time of delivery;

45 percent of the carrying charge--if the delay is more than 2/10, but not more than 3/10 of the time of delivery;

60 percent of the carrying charge--if the delay is more than 3/10, but not more than 4/10 of the time of delivery;

75 percent of the carrying charge--if the delay is more than 4/10 of the time of delivery.

If the time of delivery of freight does not exceed 5 24-hour periods, the railroad pays the freight receiver a penalty in the following amounts:

15 percent of the carrying charge--for a delay of 24 hours;
30 percent of the carrying charge--for a delay of 48 hours;
45 percent of the carrying charge--for a delay of 72 hours;
60 percent of the carrying charge--for a delay of 96 hours;
75 percent of the carrying charge--for a delay of 120 hours.

A penalty of the same dimensions is exacted from the railroad for a delay in the delivery of empty cars belonging to enterprises, institutions and organizations or leased by them";

e) Set forth Article 156 in the following wording:

"156. For the delay, over and above established time limits, of cars brought up for loading, unloading, or reloading through the means of the freight sender or freight receiver (empty cars), a penalty will be imposed upon the freight sender or freight receiver.

In case of the idle time of ordinary cars (covered cars, open cars, flatcars), the penalty is exacted in the following amounts:

60 kopecks per car per hour--if the idle time is from 1 to 6 hours;
1.20 rubles per car per hour--if the idle time is from 7 to 12 hours;
1.80 rubles per car per hour--if the idle time is from 13 to 18 hours;
3 rubles per car per hour--if the idle time is more than 18 hours.

Idle time of up to 15 minutes is not taken into account, idle time of 15 minutes or more is counted as a full hour.

If tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator cars are delayed--tripled.

A penalty of the same dimensions is exacted for the idle time of cars at destination stations while waiting to bring them up for loading or reloading, for reasons depending on the freight receiver, the owner of the railroad access track.

If cars are idled on the railroad tracks which belong to enterprises, institutions, and organizations or are rented by them, the penalty for idle time is exacted in the amount of 50 percent.

If there is a delay above the established time limits of a part of the cars of a refrigerator train or a refrigerator section being loaded, unloaded, or reloaded, a penalty is exacted for the delay from the freight sender or freight receiver for the cars delayed in loading, unloading or reloading, as well as the cars of the train or section which are being idled while waiting for the completion of loading operations.

In the case of the transportation of freign on railroad lines with a narrow gauge, the amount of the penalty for the idle time of cars is established by the Ministry of Railways in agreement with the USSR State Committee on Prices.

The penalty for the idle time of cars is exacted independently of the penalty for nonfulfillment of the freight transportation plan";

f) Set forth Article 161 in the following wording:

"161. The bringing up of rolling stock that has not been cleaned for loading is permissible only with the agreement of the freight sender, port, or dock. In this case, the railroad pays a penalty in the amount of 15 rubles for an ordinary car and 30 rubles for a special car in favor of the freight sender, port or dock which must clean up and load these cars. For cleaning up cars, the freight sender, port or dock is given the necessary time, which is determined by an agreement between the station chief and the freight sender, port or dock.

In the case of the renting after unloading (draining) of uncleaned rolling stock, the freight receiver, port or dock pay a penalty of the same dimensions in favor of the railroad";

g) Set forth Article 162 in the following wording:

"162. For damage to cars or container cars on railroad access tracks, in port, on docks, on a railway line being built, or in loading or unloading through the means of the freight sender or freight receiver at the station, for damage to, or loss of, removable transportation gear made available by the railroad (stands, straps, tension shackles, grain shields, heaters, etc.), the freight receiver, freight sender, port, dock, and also the enterprise, organization, which is in charge of building the railroad line, pay to the railroad a penalty in the amount of five times the cost of the damaged (lost) parts of the car or container car or the removable gear in accordance with the valuation department, being confirmed by the Ministry of Railways.

The freight sender, freight receiver, as well as the enterprise or organization carrying out the construction of a railway line, are also obligated to compensate the railroad for losses inflicted on the railroad as the result of damage to rolling stock, overloading, incorrect loading, packing or incorrect fastening of the freight";

h) Replace the first paragraph of Article 163 with the following paragraph:

"163. In case of the willful occupation, by the railway, of cars and container cars belonging to enterprises, organizations or institutions, or leased by them, the railway pays them a penalty in the amount of 50 rubles per a car and 25 rubles per container per 24-hour period.

If the railroad causes damage to rolling stock and containers belonging to enterprises, organizations or institutions, or leased by them, the railroad must repair them and pay the owner of the rolling stock and the containers a penalty in the amount of five times the cost of the damaged (lost) parts of the rolling stock or containers, and also to reimburse the losses caused them as a result of the damage to the rolling stock and the containers, overloading, incorrect loading, packing or incorrect fastening of the freight";

i) Supplemented the Regulations with Article 118^1, 155^1, 156^1, and 156^2 as follows:

"118^1. In the transfer of cargoes, including imported ones, from a boat directly to a railway car, the railroad pays a penalty to the port (dock) for the idle time of the boat that is docked because of the railroad's failure to supply cars in the numbers indicated in the daily requisition of the port (dock), agreed upon in the agenda stipulated by the central agreement, and also because of failure to supply them during the time limits established in this agreement. For the idle time of a self-propelled boat a penalty is exacted in the amount of 40 copecks per 24-hour period and for the idle time of a not self-propelled boat--20 copecks per 24-hour period for every ton of cargo not unloaded from the boat; for the idle time of a refrigerator ship the amount of the penalty is doubled.

The number of tons of freight not transferred from the boat during the given days is determined by means of the multiplication of the static load of the car by the number of cars that were not supplied or not supplied on time";

"155^1. For the use, without permission of the railroad, by freight senders, freight receivers, and owners of railroad access tracks, of cars and containers belonging to the pool of the general network for their own internal transfers they pay to the railroad a penalty in the amount of 50 rubles per car and 25 rubles per container per 24-hour period. Said penalty is exacted independently of the penalty for the idle time of cars and the delay of containers";

"156^1. If the delivery, to a freight sender in accordance with his requisition, of empty special cars for the loading of freight stipulated by the plan and the requisition is delayed for reasons depending on the freight sender, a penalty in the amount specified in Article 156 is exacted from him for the entire time of the delay of the cars at the loading station. If the freight sender notifies the station to cancel the use of these cars, said penalty will be charged up to the moment of the receipt of such notification by the station.

If a freight receiver refuses to load empty special cars which have arrived at the loading station in conformity with his requisition and they cannot be used by the railway's other freight senders during the days under review at the given station, payment is exacted from him--in addition to the penalty for nonfulfillment of the freight transportation plan--for the run of these cars from the station from which they were sent to the loading station, but not to exceed more than 300 kilometers.

The amount of payment for the run of such cars is stipulated in the rate schedules for freight transportation.

156^{2}. For the delay of cars at railway lines being built beyond the established norms of a working fleet, and also for the delay of cars at stations which these lines join, if the delay is caused by the nonacceptance of the cars by the enterprise or organization carrying out the construction of the railway line, this enterprise or organization pays the railway a penalty in the following amounts:

30 kopecks per hour--for an ordinary car;
60 kopecks per hour--for a special car (except refrigerator cars);
90 kopecks per hour--for a refrigerator car".

j) Replaced the words: "envisaged by Articles 51, 156, 157, 159, 159^{1}" in Article 160 with the words "envisaged by Articles 51, 155^{1}, 156, 156^{1}, 156^{2}, 157, 159, 159^{1}".

2) Introduced the following changes and supplements in the Statute of Inland Water Transportation of the Union of Soviet Socialist Republics, confirmed by the USSR Council of Ministers on 15 October 1955, No 1801:

a) Set forth Paragraph 5 of Article 173 (in the wording of the decree of the USSR Council of Ministers of 27 January 1977, No 78--Collection of Government Regulations and Decrees of the USSR, 1977, No 7, p 40) in the following wording:

"For the delay of cars in loading and unloading above the established time limits in the central agreement, and also for the delay of the acceptance of loaded cars which have arrived at the transfer station, the steamship line, port and dock pay a penalty. If ordinary cars (covered cars, open cars, flatcars) are delayed, a penalty in the amount of 40 copecks per car per hour is exacted; if tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator are delayed--tripled";

b) Supplemented the Statute with Article 173^{1} of the following content:

"173[1]. In the transfer of cargoes, including imported ones, from the ship directly into a car, the railway pays to the port (dock) a penalty for any idle time of the vessel because of the non-delivery, through the fault of the railroad, of cars in the quantity indicated in the daily schedule of the part (dock), in agreement with the procedure envisaged by the central agreement, and also because of their non-delivery within the time limits established in this agreement. For the idle time of a self-propelled ship, a penalty in the amount of 40 copecks per 24-hour period is exacted, and for the idle time of a not-self propelled vessel--20 copecks per 24-hour period for every ton of freight not unloaded from the ship; for the idle time of a refrigerator ship, the penalty is doubled.

The number of tons of freight not unloaded from the ship in the course of the given days is determined by means of multiplying the static load of the car by the number of cars that were not delivered or not delivered on time".

3) In order to increase the material responsibility of freight senders for the use of load capacity (capacity) of the rolling stock, established that compensation by the freight receiver or market organization to the freight sender for the sums of transportation payments is made taking into account corrections of these sums, depending on the execution of the technical norms of loading the cars (containers) by the freight sender. In the absence of such norms, said sums are corrected depending on the actual use of load capacity or capacity of the car (container).

The USSR State Committee on Prices has been charged with the elaboration and consolidation of a procedure for correcting the sums of transportation payments in conformity with the present paragraph, with the participation of the USSR State Committee for Material and Technical Supply, the State Board of Arbitration attached to the USSR Council of Ministers, and the Ministry of Railways.

Chairman
RSFSR Council of Ministers
M. Solomentsev

Deputy Chief,
Administration of Affairs Department
of the RSRSR Council of Ministers
I. Zarubin

Moscow, 14 May 1979, No 262.

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TRANSPORTATION

'NAIRI-K' COMPUTER USED AT CLASSIFICATION YARDS ON MOSCOW RR

Moscow AVTOMATIKA, TELEMEKHANIKA I SVYAZ' in Russian No 9, 1979 signed to press 9 Aug 79 pp 28-29

[Article by B. Kh. Tsirlin and N. M. Krutman, deputy division chiefs of the Computer Center of the Moscow RR, and V. V. Kashkarov, senior engineer: "Use of the 'Nairi-K' Computer at Classification Yards of the Moscow Railroad"]

> [Text] "Nairi-K" computers are being used to automate the compilation of train documentation at classification yards of the Moscow RR. The technology and complex of programs developed in the railroad's computer center enable one to accomplish this task for heavy-weight and long-consist trains.

Various operations are being performed with the help of "Nairi-K" computers at classification yards: supervision over the correctness of the compilation of the waybills upon the arrival of trains and of fulfillment of the plan for drawing them up upon arrival and departure and the numerical accounting of railroad cars to be found in the yard. In addition, sheets detailing the types of cars in the train are compiled for trains being dispatched and information on the availability of railroad cars on the yard tracks, as well as of cars in trains that have arrived for breaking up and trains that have already been marshaled, is compiled.

The tasks being accomplished on the computer correspond to the technological components of operations with trains and railroad cars at the yard. A composite of these tasks appears as follows:

Approach (obtaining information on the consist of the train whose arrival is anticipated and the drawing up of the classification sheet);

Arrival (correcting of the sheets detailing the types of cars in the train on the basis of the results of copying off the make-up of the consist upon entry and verification of the freight documents);

Breaking-Up (simulation of the process of breaking up the train);

Secondary Breaking-Up (simulation of the process of breaking up intra-yard transfers on the basis of data about railroad cars retrieved from the computer's memory);

Accumulation (compilation of information on the availability of railroad cars at the yards, in the fleet or on an individual track);

Marshaling (simulation of the process of marshaling trains);

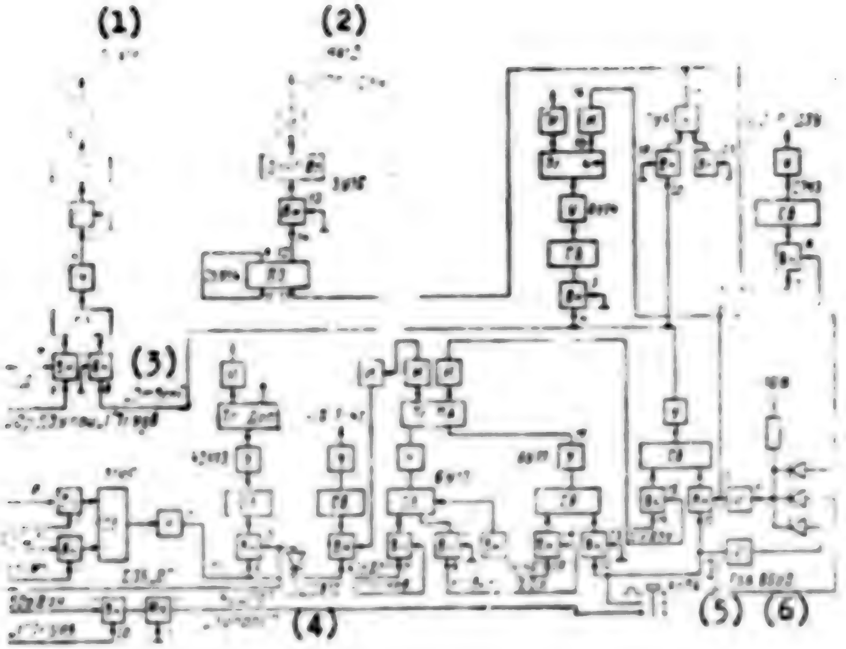
Dispatch (compilation of sheet detailing types of cars in the train for the consist that has been marshaled).

Both the low speed of the "Nairi-K" computer (several thousand operations per second) and the low efficiency of processing large data files owing to the page organization of the main memory were taken into account during the development of the technology for the accomplishment of the task and of the complex of programs. The opportunity is lacking in this computer turned out in series production for programmed control of the engagement and disengagement of peripheral devices (of the tape punch PL-80 and the FS-1501 tape reader) and for input and output of information in the MTK [International Telegraph Code]-2.

In order to eliminate these defects, work on modernization was carried out on the "Nairi-K" computer. To begin with, algorithms for new microprograms--integral multiplication and division, sending and the formation of data files, the engagement and disengagement of peripheral devices, etc--were developed. The system for the input and output of information has also been reworked, as a result of which it became possible to increase the number of peripheral devices connected and working in different codes (Nairi-6, MTK-2, KOI-7). In addition, a communications hook up for two "Nairi-K" computers has been developed. This revision has substantially reduced the time being spent on the accomplishment of tasks, since now the tasks of "approach" and "arrival" are accomplished on one computer, while all the remaining ones are done on the other computer. Moreover, in the case one computer goes out of order, the other computer is used.

The exchange of information between two computers is carried out upon the initiative of the operator and is put into effect by a specially developed microprogram. The circuit changes required upon its introduction are illustrated in the drawing.

The process of exchange of information begins with the execution of either a write (PD) or read (PS) command, which includes the initial memory address for the exchange and the number of cells being transferred. The



Key:

1. Computer #1
2. Computer #2
3. Answer
4. Question
5. Retrieval
6. FS & Input

first computer, by carrying out one of these commands, interrupts the operations of the second computer upon the arrival of the signal from the TgPA [expansion unknown] flip-flop. The latter is set in a zero position by the polling computer. Having performed the next command, it analyzes the status of the TgPA flip-flop. If this is located in the zero position, the exchange of information begins. The exchange is carried out one bit at a time in an asynchronous regime. There are 36 digits that are transferred serially. After this, the information received is recorded at the address indicated in the polled computer.

The number of cycles for the transmission of information is determined by the number of cells assigned in the read or write commands. The time of exchange when there is re-recording of 4,096 cells amounts to nearly 20 seconds, while the time for presentation of information from the sheet detailing the types of cars in the consist is nearly 2 minutes.

In order to speed up transmission of the waybill, a DZM-180 printer is attached to the "Nairi-K" computer. When used in conjunction with this, the time was reduced to 30 seconds.

The accomplishment of the tasks in terms of the newly developed technology is carried out with the assistance of commands being fed in by the operator from the "Konsul" terminal, on the basis of data reports (mock-ups). The latter include: telegram-sheets detailing the types of cars in the trains, the results of copying off the make-up of the consist of the train upon arrival, information on changes in the specialization of tracks and the plan for marshaling, data on the classification sheets that have been executed, the results of the implementation of switching operations and the copying off of numbers from railroad cars in the consist upon the removal of the latter from the classification stock.

The linking of programs to the technology of the specific yard occurs by means of feeding data on its technological log-in number into the computer. It describes the track development of the yard and the terms for receipt and breaking-up of trains. In addition, a plan for marshaling distinctive to the yard in question must be fed in.

The flexibility of the program software enables the operator to control the accomplishment of tasks in conformity with the situation that has taken shape up to that moment. For this there is an adequate instruction set for control and the possibility of setting the number and variants of forms for exit documents.

The technology that has been described for the automation of the compilation of documentation in a classification yard is being successfully applied at the Perovo yard.

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PROBLEMS AT BELOGORSK CLASSIFICATION YARD

Moscow GUDOK in Russian 27 Nov 79 p 2

[Article by N. Dunayev, chief station engineer, Belogorsk: "A High Maneuverability for the Eastern Railroads; The Knot Cannot Be Untied With Just One Hand"]

[Text] For the last few months the personnel of our classification yard have not been operating smoothly. Trains in the even-numbered direction often pile up at the approaches to Belogorsk. Even the odd-numbered traffic, which has traditionally been given priority on the Transbaykal Railroad, is slowing down. The layover of transit rolling stock without processing has increased by more than 0.6 hours at our station--and with processing, by nearly 1 hour. Our once pacesetting crew has unfortunately begun to fall back.

And yet ours is the birthplace of so many commendable undertakings. For example, the Belogorskers were among the first in the East to support the Moscow railroaders when they launched the movement for the formation and dispatching of heavy-weight trains. Despite the difficulties even today every third departing train is heavy-weight. This makes it possible to use the same locomotive fleet to haul as much as 100,000 tons of freight in excess of the plan.

And how many interesting labor-saving suggestions have been introduced by the station crew! Consider one of the latest: Given the disruptions in traffic flow, our leading dispatchers, Ye. M. Ruseyeva and V. I. Zhuravleva, began boldly to exploit the technical potential of the locomotives. When the volume of even-numbered traffic increased, part of the transit trains to be processed is passed through the odd-numbered system, and vice versa. The switching-locomotive dispatchers A. A. Volgin, Yu. G. Kuznetsov, and M. P. Tarasenko organized the splitting up of heavy and long trains from both ends using the hump track and its extension.

It would seem that, given such a creative attitude of the crew toward their work--and during the current five-year plan period alone they have introduced some 200 labor-saving proposals--all the indicators should improve, the more so considering that recently station facilities have markedly improved: facsimile telegraphy apparatus, computers, closed-circuit television, and modern types of radio communications have been received.

Nevertheless, for the last 9 months the Belogorskers have not been satisfying the conditions of socialist labor competition. The handling of the passage and processing of freight car traffic at the yard lags behind the requirements posed to railroad transport, especially now that the Eastern railroads are receiving special attention and every measure has been taken to reduce surplus freight car pool in the East.

But you must agree that the knot cannot be untied with one hand. Mainly, our problems are caused by so-called trivia. Most of the difficulties occur through the fault of our own Svobodnenskoye Division or Road. Thus, for technological reasons, all diesel locomotives pulling trains in the even-numbered direction are supposed to pass through the station without stopping. Actually, however, more than one half of these trains stop at the depot for repair or to be supplied with fuel, water and sand. Moreover, the on-duty station masters generally learn about the uncouplings by chance, by word of mouth from arriving train engineers, after the locomotive brigade is already summoned and the diesel locomotive is scheduled to resume its trip. This accounts for the loss of working time by the brigades and the layovers of rolling stock.

It used to be that the train engineer would notify Belogorsk traffic personnel about diesel locomotive malfunctions and the need to enter the depot by calling them well ahead via the train dispatcher from the Shimanovskaya Station, which is located at the beginning of the traction segment. We have repeatedly, but vainly been requesting a return to this practice.

To reduce the number of uncouplings of locomotives from even-numbered trains for entry into the depot, emergency refueling facilities were organized in Belogorsk on the request of the locomotive section of the Division. But, as fairly often happens, mistakes were make by acting in haste. The facilities were set up on the only free station track, so that now three to four diesel locomotives are usually waiting their turn. We also have problems in processing trains at technical service points. The rolling stock personnel still have not converted to the progressive four-group method of car inspection. As a result, every train to be split up is processed with a 10-15 minute delay, while the formed-up trains fairly often incur layovers of half-an hour in excess of the norm.

At the rolling-stock depot they say that there is a "shortage of inspectors and fitters--young people are not interested."

For several years now the railroad administration has been promising the Belogorskers to introduce new repair facilities, but that is where the matter has rested. True, early this year several units of such equipment have arrived at the station, but they still are not in operation, and to this day all operations at the technical service points are done manually.

In recent years our performance has been complicated by the unsatisfactory work of the Arkhara Transit Station of the Far Eastern Railroad. GUDOK has repeatedly discussed this matter, but nothing has been done about it. Fairly often formed-up trains in the even-numbered direction are [for this reason] delayed in Belogorsk for one and one-half to two hours and thus occupy classification and departure tracks and slow down the splitting up of other trains.

We have problems which can be solved only with help from the Main Traffic Administration. Thus, owing to lack of equipment, for the third year in a row we have been unable to start operating the pneumatic mail system. Our station has a limited number of tracks. For more than 5 years now a fleet of local freight cars has been under construction, but so far, despite a cost estimate of 450,000 rubles, only about 50,000 has been utilized.

All these problems impede the performance of what once was one of the best crews on the Transbaykal Railroad. We cannot solve them by ourselves. They require more attentive consideration by the heads of the division, the railroad, and the Main Traffic Administration.

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TRANSPORTATION

IMPROVING THE PLANNING OF TRANSPORT SERVICES

Moscow GUDOK in Russian 27 Nov 79 p 2

[Article by B. Shafirkin, doctor of economic sciences: "Where Did Freight-Turnover Indicators Go Wrong?"]

[Text] In accordance with the Decree of the CPSU Central Committee and the USSR Council of Ministers on Improving Planning and Strengthening the Effect of the Economic Mechanism on the Increase in the Effectiveness of Production and in Quality of Performance, proposals for radical improvements in the organization of the transportation of freight and passengers are currently being developed. The selection of the indicators of transport performance is definitely a major factor in this connection.

The principal standard plan indicators at present are freight turnover and passenger turnover, as well as the indicator of adjusted volume of freight turnover in which are combined both freight turnover and passenger turnover (sum total of ton-kilometers and passenger-kilometers). This last indicator is now the subject of ardent disputations. Economists and other transport specialists are disputing the cardinal question of whether freight turnover should at all be included in the plans. While I myself favor a positive answer to this question, I will begin by presenting the counter-arguments by those who favor either its abandonment or its replacement with a "freight forwarding" indicator. Thus, what are the "misdeeds" of that most important volume indicator of the performance of transport?

The "accusations" are many.

First, it is said that freight turnover is planned upward of the achieved level, without consulting those responsible for forming transport links and determining what should be transported to where and when.

Second, at certain railroads the lion's share of the planned number of ton-kilometers is "fulfilled" at the expense of transit freight traffic. As a result, the crews of the transport collectives depend on the volume of freight flow originating outside the confines of their own railroads. This is, of course, unfair. The more so when it is considered that unfairness of this kind detracts from the income of those who are not responsible for it, since labor productivity, profits, income, cost effectiveness, production cost and investment yields--and hence also incentive funds--all depend on the volume of transport operations.

Freight turnover as an indicator figures only in the annual plans, while in operative planning it might as well never exist. We get by without it!

True, all these comments are reasonable. After all, they reflect the real situation. Does this mean that freight turnover planning should be abandoned and that we should convert to nominal indicators? It is simpler and easier to allow only for what has already been accomplished. Then no mistakes will be made.

Now let us consider the other side of the coin.

What is transport performance? Hauls. Of course, hauls performed within optimal periods of time, without damage to freight and at minimum cost. And the volume of hauls can be measured only in ton-kilometers, in nothing else.

The plan is the law of production. It stipulates the socially necessary expenditures on a given type of production as well as the volume of that production needed by society. Of course, production, or service, of an appropriate quality. A balance of income and expenditures is compiled.

How then should hauls be planned? Can they be based only on "freight forwarding," proposed as the sole plan indicator of the performance of transport? No! After all, more than 80 percent of all initial and final operations are handled by freight consigners and consignees. Hence, when selecting the principal indicator of the performance of transport itself, planning in terms of forwarding should be abandoned rather than planning in terms of freight turnover.

But we hope our readers will not misunderstand this: we are not advocating the abandonment of anything. The polemically sharp posing of the question is here deliberate, in order to make obvious the fact that the multimillion army of transport workers handles the hauls, and thus dispensing with the planning of these operations is simply illogical.

In recent years the demand for hauls has been rising at a much faster rate than transport capacities. In such a situation needless hauls are absolutely intolerable. But the decision as to what to carry and where is largely out of the hands of the transport workers. In principle, they should transport all the freight presented for forwarding. But it is the marketing organizations and the owners of freight who decide what and where to forward--and keep count of. However, at present they practically do not conduct any pertinent bookkeeping and their approach to the matter is not businesslike. No one plans transport expenditures rationally or monitors them. Now if planning in terms of freight turnover is abandoned (or, what is tantamount to such abandonment, the conversion to a nominal indicator is carried out), the possibility of realistically predicting the transport factor of production will be in general forfeited.

It is definitely necessary to plan freight turnover. But of course, not in the way it is done now.

It is easy to see how much more substantiated the task of freight turnover would be if the supply and marketing organizations and all freight forwarders would transmit requests for transport services via automatic communication channels to the Main Computer Center of the Ministry of Railroads in precise compliance with the terms of delivery contracts as well as on the basis of the established direct connections, and of calculations based on transport-economic balance sheets. They would then also specify periods and addresses.

Modern computer technology could in this case determine the optimal variants of train-formation plans and assure an efficient utilization of the handling and transport capacities of lines and sectors. That is, the needs for hauls would be collated with the transport possibilities. And if the demand exceeds the capacity, the computer would indicate the bottlenecks that need eliminating and the periods within which this has to be accomplished.

On their part, the freight consigners should, with the assistance and active participation of material-technical supply agencies, plan in advance the precise needed volume of hauls, determine the most suitable type of transport, and explore ways of reducing the size and distance of haul. To them this task should be not optional but something mandatory, dictated by the interests of the economy and the nation.

True, the idea outlined above is so far just that--an idea. But sooner or later, this idea will be translated into reality. To dispense with the planning of freight turnover on the path toward this major goal would mean postponing its attainment.

Studies performed at our institute demonstrate that the transport cost per ton of freight is rising at a fairly rapid rate: in the last 10 years it has increased by nearly two rubles. The "fault" here is primarily that of the distance of haul, which is increasing all the time. There exist various other reasons. I think I would not be mistaken in declaring that, of these, a major reason is the distinctive disregard of the concepts of "freight turnover" and "transport expenditures."

A planned restriction and reduction of transport expenditures is just the first of the measures needed to improve the planning of transport operations. But already such a measure would compel the freight owners to count carefully rubles and kopecks and to determine the volume of freight turnover due to the transportation of their products.

It should be obligatory for the material-technical supply agencies to participate in such planning. At present the annual supply plan is confirmed at a much later date than is the plan of freight turnover, even though it is obvious that the latter is a function of the former. As the true indicator of the volume of transport operations, freight turnover should be calculated on the basis of the plans of the material-technical supply agencies, or by these agencies themselves. And this should be substructed on the transport-economic balance sheets.

This is an arduous task. Perhaps that is why some planners as well as the material-technical supply agencies actively advocate conversion of freight turnover to a nominal indicator, the idea being that if freight turnover is so difficult to plan, then it is unnecessary!?

The proponents of such logic--if that is logic--fail or refuse to perceive that the abandonment of the planning of the true performance of the railroaders will engender a number of insoluble problems. The railroaders themselves will be deprived of a reliable basis for planning their needs for fuel and materials, for determining the standards for the use of rolling stock, etc.

In a word, the approach to planning transport operations should be radically altered. Transport-economic balance sheets should be composed and used as the basis for determining the socially necessary expenditures on hauls.

Needless to say, at the present stage of development of the economy, simplifications" as an end in themselves are not only ineffective but harmful. The further development of the economy will pose increasingly complex tasks to those planning the development of social production. This is an inevitable consequence of progress. And one should march in step with that scientific-technical progress instead of being out of step with it.

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